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Central Artery/Tunnel Project

FINANCE PLAN

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Executive Summary

This Finance Plan presents the integrated cost, schedule, and funding forecast for the Central Artery/Tunnel Project (the Project) based on a data cutoff as of March 31, 2001 (progress information as of June 30, 2001) and the results of a comprehensive cost and schedule evaluation known as Cost/Schedule Update Revision 8 (CSU8). This Finance Plan is in accordance with the Federal Highway Administration (FHWA) guidelines dated May 23, 2000. Per agreement with FHWA, the June 16, 2000 Finance Plan Update of $13.512 billion has been identified as the base cost and schedule estimate to which this and all future Finance Plans will be compared.

The Project has placed a total of approximately $11.6 billion under contract or agreement and approximately 80% of all construction scope is now under contract. Project construction is 66 percent complete as of March 31, 2000.

This Finance Plan is based on a comprehensive review of schedules and estimates for all remaining work as well as inclusion of a budgeted contingency. The overall results of CSU8 are summarized below:

- Project costs in the current estimate are $14.475 billion and have increased by $963 million as compared to the June 2000 Finance Plan. The largest components of this increase are related to a $352 million increase in the cost of construction and the addition of a project contingency budget of $494 million.
- Project schedule milestones have been revised to include a nine-month extension to the I-90 Opening and a four-month extension to the I-93 Northbound Opening and Initial I-93 Southbound Opening as compared to the June 2000 Finance Plan. The Project Completion date of December 2004 remains unchanged.
- Over the next two years as the peak construction period ends, the average cash flow for the entire Project will be approximately $108 million per month. The year and a half from mid-2003 through 2004 will have expenditures of approximately $67 million per month.

As stated in the October 2000 Finance Plan, $14.075 billion in revenue has been identified. Based on the new cost estimate, the Project and Commonwealth have identified an additional $400 million in funding from primarily existing revenue sources (see section 5 and Appendix B for descriptions of all funding sources). The additional funding is summarized below:

- $175 million in additional funding from the Transportation Infrastructure Fund (TIF). The TIF was created in 2000 to address the additional cash needs of the Project. Higher than projected interest earnings in the fund ($50 million), as well as increased borrowing capacity ($125 million), from higher than projected vehicle registration and license renewal fees enable the TIF to generate additional funding for the Project.
- $150 million of additional State Bond Cap. The Commonwealth and the Project will exchange $150 million in federal funds the project cannot use with $150 million in state bond cap. This can be achieved without impacting the statewide road and bridge program while remaining within the CA/T $8.549 billion federal funding cap.
- $68 million from the sale of MTA real estate. The MTA has property that will be actively marketed this Fall that has an appraised value of $100 million. Proceeds from this sale will be used to fund Project costs.

- $7 million in surplus State bond cap. In closing its books in State Fiscal Year 2001, the Commonwealth identified $7 million in excess State bond cap not utilized by non-transportation agencies. The Executive Office of Administration and Finance has allocated these proceeds to the Project.

In accordance with commitments made by the Commonwealth of Massachusetts with FHWA, the federal funding for the Project remains capped at $8,549 million.

The Massachusetts Executive Office of Administration and Finance has provided a letter of certification for this Finance Plan, as required by the FHWA Finance Plan Guidelines (see Appendix D). Certification by the Massachusetts Executive Office of Transportation and Construction and the Massachusetts Highway Department that this Finance Plan is consistent with the balanced Statewide Road and Bridge Program and the approved State Transportation Improvement Program, as required by the Project Partnership Agreement, will be forwarded to FHWA under separate cover.

1. Project Description

The Commonwealth's Central Artery/Tunnel Project (the Project) is the largest, most complex and technologically challenging highway project in American history. By replacing Boston's aging, deteriorating elevated Central Artery (Interstate 93) with a modern underground expressway, and extending the Massachusetts Turnpike (Interstate 90) to Logan Airport via the new Ted Williams Tunnel under Boston Harbor, the Project will dramatically improve the flow of traffic.

The existing Central Artery was built in the late 1950's to handle 75,000 vehicles a day. It is currently jammed with over 190,000 vehicles a day. The new underground expressway is expected to carry 245,000 vehicles comfortably in 2010. The Ted Williams Tunnel has doubled the lane capacity across the harbor from four to eight lanes, and provided a direct route to the airport for drivers south and west of the city. The tunnel opened to commercial traffic in December 1995, and when opened to full traffic in 2002, will carry more than 90,000 vehicles a day.

In all, the Project is building or rebuilding 161 lane miles of urban highway, about half in tunnels, in a 7.5-mile corridor. Construction extends from the Interstate 93 Massachusetts Avenue Interchange on the south to Charlestown's Sullivan Square on the north, and from the Mass Turnpike/I-93 interchange near South Station on the west under Boston Harbor to Logan Airport and Route 1A in East Boston. The eight-to-ten-lane underground downtown highway will replace an overcrowded six-lane elevated structure, with the number of on- and off-ramps reduced from 27 to 14 to help eliminate weaving across lanes to enter and exit the highway.

A key challenge is keeping traffic moving during construction. The elevated highway must remain in service as the wider road is built directly underneath, which presents major engineering and construction challenges.

This enormous project through the heart of one of America's oldest and most crowded major cities requires state-of-the-art engineering to allow construction to continue within a few feet of active subway tunnels, railroad tracks, office towers, historic buildings, and a full load of Boston's notoriously heavy traffic.

In the long term, the Project will provide an intermodal transportation infrastructure with links to air, sea, rail, bus and subway that can support sustained economic growth well into the next century.

Additionally, the Project will provide numerous environmental benefits. Air quality improvements will result from more efficient traffic movement and improved disbursement of vehicle exhaust. More than 260 acres of new parks and open space are being created in Boston at Spectacle Island, the Charles River Basin, East Boston, Fort Point Channel and in the 30 acres of open space created in downtown Boston when the existing Artery is removed.

2. Project Timeline

As of March 31, 2001 the Project is 69 percent complete and is at peak construction. Over the past nine months, $98 million per month on average ($78 million per month worth of work in construction) was completed. Spending on the Project will rise to $123 million per month (construction to over $100 million per month) on average through State Fiscal Year 2002 (SFY 2002). The Project is targeting major roadway openings as follows:

Interstate 90 Opening	September 2002
Interstate 93 Northbound Opening	November 2002
Initial Interstate 93 southbound opening	November 2003
Project Substantial completion	December 2004

Recent Accomplishments

South Boston: The final two (2) tunnel segments were cast, floated and set in their final position in Fort Point Channel. The two tubes that were previously moored in the channel have also been placed in their final position. The basin has been dewatered in order to complete the connection of cut and cover tunnels on both sides of the channel.

South Bay: The third and final Box Tunnel section has been successfully jacked under the Railroad behind the South Station Transportation Center. Cut and cover concrete work in the Jacking pits is well under way. Northbound Interstate 93 viaduct erection is progressing over the railroad tracks.

Downtown: Excavation for the entire Interstate 93 NB footprint has been completed. Base slab and slurry walls concrete has been poured for all sections of Interstate 93 Northbound. Tunnel finish work is expanding into newly constructed tunnels.

Charles River Area: The cable-stayed bridge construction is close to completion. Two new ramps in the vicinity of the bridge have been opened to traffic easing congestion on Interstate 93 Northbound. In addition, two temporary ramps have been constructed and opened to provide for construction of the tie-in of the new Cable-Stayed Bridge to existing Interstate 93 Northbound roadway to the public.

Future Events

South Boston: Ramp F, which allows traffic to access South Boston from the Ted Williams Tunnel, will open as the Interstate 90 roadway approaches the Interstate 90 Opening milestone in the Fall 2002. The casting basin in the Fort Point Channel area will be drained one final time to accommodate construction of the internal Cut & Cover tunnels connecting Interstate 90 to the Ted Williams Tunnel.

Downtown: Final cut and cover tunnel structural work will be completing for Interstate 93 NB making a continuous concrete box tunnel between Kneeland Street and the Charles River. Bids have been received for the last major contract for downtown I-93 Southbound construction and Interstate 93 demolition; notice to proceed is imminent.

3. Cost Estimate

In the June 16, 2000 Finance Plan (e.g. the "base estimate" or "base year Finance Plan" as defined in the May 23, 2000 FHWA Financial Plan Guidance) the total Project cost was estimated at $13.5 billion. The current estimated total Project cost reported in this Finance Plan is $14.475 billion, an increase of approximately $963 million over the base year (June 2000) Finance Plan. Specific reasons for this increase are discussed below and in section 12: Summary of Significant Cost Increases.

Exhibit 3a compares the current total cost estimate to the base year (June 2000) Finance Plan, as well as the percent of the Project completed as of March 31, 2001. All cost estimates are in year-of-expenditure dollars and account for future inflation. As of March 31, 2001, the status date for this Finance Plan, the Project is 69 percent complete.

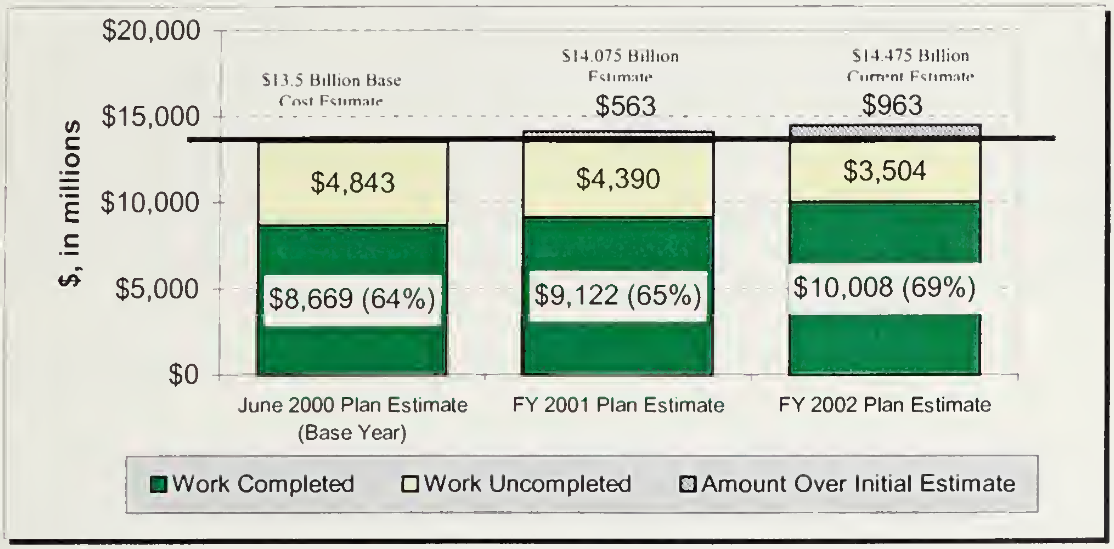

Exhibit 3a: Total Cost Estimate by Annual Finance Plan

Cost Estimate by Project Element

The Project has seven major cost elements. Exhibit 3b shows the base (June 2000) and current cost estimates and the cost to complete for each element.

Element	Base Cost Estimate (June 2000)	Current Cost Estimate (3/31/01)	Net Increase since Base Estimate	Expenditures to Date (through 3/31/01)	Cost to Complete (as of 3/31/01)
Design	969	1,030	61	887	143
ROW	595	576	(19)	550	25
Construction	8,917	9,269	352	6,065	3,204
Project Mgmt.	1,888	1,977	88	1,535	442
Insurance	575	522	(53)	551	(29)
Force Accounts	568	608	40	419	189
Contingency	0	494	494	0	494
TOTAL	13,512	14,475	963	10,008	4,467

Exhibit 3b: Cost Estimate by Major Project Element ($ millions)

Construction Cost Estimate by Construction Segment

The Project is comprised of five major segments: the Ted Williams Tunnel (TWT), the Initial Leverett Circle Connector (ILCC), Interstate 90 (I-90), Interstate 93 (I-93), and Other Construction (utility relocations, system wide and project wide construction, survey contracts, etc.). Exhibit 3c shows the base (June 2000) and current cost estimates, the expenditures to date, and the remaining cost to complete for each construction segment.

Segment[1]	**Base Cost Estimate (June 2000)**	**Current Cost Estimate (3/31/01)**	**Net Increase Since Base Estimate**	**Expenditures to Date**	**Cost To Complete (as of 3/31/01)**
TWT	1,122,326	1,122,543	217	1,121,722	821
ILCC	149,230	149,532	308	141,815	7,717
I-90	2,453,586	2,541,976	88,390	1,688,965	853,010
I-93	3,852,836	4,074,681	221,845	2,435,821	1,638,860
Other	1,338,899	1,379,871	40,972	638,191	741,680
TOTAL	8,916,877	9,268,603	351,732	6,026,514	3,242,088

Exhibit 3c: Cost Estimate by Construction Segment ($, thousands)

Cost and Schedule Update Revision 8

The basis for this cost estimate is the Cost and Schedule Update Revision 8. This assessment established the budget that should be the official Project budget until the next annual assessment is completed prior to the submission of the October 2002 Finance Plan. The following narrative describes each Project cost element and the methodology followed in completing the estimate.

The current estimate takes into account a revised Project schedule defined as part of the CSU8 process. This schedule includes milestones for the I-90 Opening of September 2002 and the I-93 Northbound Opening of November 2002. Appendix A provides an additional summary overview of the bases, assumptions, and exclusions for CSU8.

Construction: $9,269 Million

Additional Cost - $352 million from the Base Estimate (June 2000)

Awarded Contracts:	$250 million
Unawarded Contracts:	$102 million

For awarded contracts, the estimates were developed based on analysis and review by multiple levels of Project management. The individual field office staffs estimated their contracts "Cost at Completion" (that is, the estimate of that contract's value at completion). The estimate process analyzed several factors, including the value of identified changes and claims to date, current schedule status, type and amount of remaining work, amount of remaining risk (i.e., how much

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[1] Potential Change Allowance for unawarded contracts has been allocated to Other construction. When contracts are awarded, the Potential Change Allowance will be allocated to the appropriate construction segment.

remaining work is underground), status of pending design issues, and complexity of adjacent or follow-on contractor interfaces. To support this effort, the field offices met with Project Engineers and the estimating staff to ensure that all know scope was defined and priced appropriately. Also, Construction Controls participated in the development of the estimates for those items not yet fully scoped.

The Project reviewed and quantified to the extent possible the costs of items such as acceleration of contractors (additional people plus additional premium overtime), resequencing of construction work, providing extra or different equipment, installing different or additional work elements to improve other work, providing temporary protection or shoring, and requiring shared access in a single work zone. Within the current base estimate, the Project has budgeted for a schedule extension of nine months to the Project's I-90 opening (September 2002) as compared to the base estimate. In addition, there is one month of schedule extension budget included in the current base estimate for a total of ten months (October 2002) of budgeted schedule extension. For I-93, the current base estimate budgets for a four-month extension to the base estimate (November 2002). The increased budget covers, in part, potential settlement of contractors' claims for schedule extension, overhead costs, and impact costs to management services.

CSU8 also took into account change order impacts from unanticipated site conditions, general administrative changes, design development, and other contractor compensable categories. Unanticipated site conditions include uncharted utilities, obstructions such as old piles and seawalls, unexpected groundwater conditions, unexpected weak soil, and hazardous materials. General administrative changes include overruns/underruns of forecasted quantities and revised regulatory or mitigation requirements. Design development changes occur because some electrical, mechanical, and integrated systems designs knowingly lag behind the civil/structural design and construction. To minimize schedule impacts, the construction of the civil/structural tunnel components began while the mechanical, electrical and Integrated Project Control System designs were being completed. Final systems design details are later linked to the civil tunnel contracts. Also, schedule delays in one segment may require a revised roadway or systems design in another area to support the necessary traffic staging and assure effective traffic flow.

The estimates were reviewed and refined based on several senior level management reviews. The $250 million increase to the cost estimate on awarded construction contracts is due largely to supporting the budgeted extension of the I-90 milestone (October 2002) and the I-93 (November 2002) milestones plus a large number of small miscellaneous scope refinements, changes in differing site conditions and revisions of a general administrative condition in the contracts.

For unawarded contracts, the current base estimate is predicated on final plans and specifications developed by Project Engineering. The current contract cost estimate was discounted for anticipated market conditions prior to calculating a potential change allowance. This 7 percent discount was based on the Project's historical bidding experience. Exhibit 3d details current office estimate for the remaining contracts to be awarded. The total additional estimated cost for unawarded contracts is $102 million. This increase is due to added scope items and miscellaneous pricing refinements identified since the June 16, 2000 Finance Plan, coupled with an allowance for potential design changes prior to contract bid openings, and a reassessment of the post award change order allowance for unawarded contracts.

Contract[2]	Description	Current Office Estimate (FY 2002)[3]
C01A7	South Boston Surface Road Construction/Demolition	13.0[4]
C09C2	I-93/I-90 Interchange, Ramps & Restoration	175.3
C09C4	I-90/I-93 Interchange SB Viaduct & Ramps	24.8
C09D2	Fort Point Channel Restoration	8.1
C17A6	I-93 SB Oliver to Kneeland: Viaduct Demolition	408.2
C18A2	Air Intake Structure	12.3
C18A3	Emergency Station No. 5	2.0
C19B9	Ancillary Highway Facilities/N of Gilmore	5.9
C19BA	I-93 Demo Viaduct/Construction Ramp SA/CN	45.1
C19E6	Residual Ramps S-N and LC-N	36.6
C21C1	Spectacle Island Surface Restoration	4.5
C21S3	Completion of Material Disposal	47.1
C22A9	Furnish & Install Projectwide Access Control System	2.0
C29A1	North Point Park	19.2
C29B1	Lovejoy Wharf Marine Facilities	3.2
C29C1	Historic Dam Improvements	5.7
C29D1	Nashua Meadows Park	7.3
C29D2	Upstream Inlet Pedestrian Bridges	3.3
C29E1	Leverett Circle Surface Restoration/Parks	0.1
C29F1	Lower Basin Parks	19.7
TOTAL		844.4

Totals may be off due to rounding

Exhibit 3d: Costs for Unawarded Contracts ($, millions)

Force Accounts: $608 Million

Additional Cost - $40 Million from the Base Estimate (June 2000)

Project construction affects numerous utilities, government agencies and abutters necessitating the relocation of innumerable sewer and water lines, electrical conduits, private and public facilities, services, and work sites. As a result, "force account" agreements have been entered into with these parties to address these impacts and relocation requirements. Under these agreements, the affected

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[2] Contracts C17A6, C09C4, and C18A2 have been awarded since the data cut-off date of March 31, 2001. The values used in Exhibit 3d are the contractors' low bid.

[3] Current Office Estimates do not include anticipated market discount or allowance for PCA.

[4] $13.0 million represents the CA/T portion of C01A7. The total office estimate is $49 million.

parties perform certain services such as design, construction, inspection and coordination services with their own forces and are reimbursed by the Project for actual costs.

The revised estimate is based on scope review meetings with each utility company and agency. The estimates consider the status of construction, the work remaining to complete the job as well as any new design information.

The following is a breakdown of the $40 million additional cost identified in CSU8.

MBTA/Amtrak

Additional Cost - $20.3 Million

An increase in expected volume of construction support work orders for various construction activities on the Project has increased the cost estimate by $9.7 million. In addition, a number of items previously assumed to be MBTA responsibility including a central MBTA – CA/T coordination office and a share of the Water Shuttle mitigation work have now been identified as Project costs.

Recently, schedule delays on I-90 and on I-93 contract C19E1 results in extended support costs of $700,000 for Amtrak. In addition, Amtrak's cost forecast increased by an additional $800,000 due to an equipment audit. MBTA's forecast increased by $1.9 million due to quantity overruns and a claim settlement at the Vent Building/BECO Wall and Wharf site.

Interagency Service Agreements

Additional Cost - $8.8 Million

A complete review of all Interagency Service Agreements (ISA) with various state agencies performing Project related work identified a number of required estimate revisions for remaining work as well as a few ISAs not previously captured as Project costs. Previously non-project classified ISAs with the Attorney General's Office for ROW litigation services and the Department of Public Health for mitigation expenses at a North End community health center added $5.1 million to the estimate. Since 1997, Massachusetts Inspector General services have been paid by the Turnpike Authority and were not considered a Project cost. However, the current estimate includes the costs incurred since 1997 plus forecast costs through 2004 for a total of $2.7 million.

All ISAs with the Metropolitan District Commission for Charles River Basin Parks work were reviewed and resulted in an increase of $4.3 million to the forecast. $1.8 million was a transfer from Construction Contracts/SDC accounts. An adjustment to the Management Reserve account resulted in an increase of $1.5 million. Escalation resulted in an increase of $600,000. Minor estimate revisions are included for other miscellaneous ISAs.

Utilities

Additional Cost - $11.1 million

CSU8 continues to include an extension to Bell Atlantic services of $1.5 million and an added allowance for remaining utility activities at $4 million. In addition, increased construction electrical costs resulted in an increase of $9.2 million in the BECO utility account. This increase was partially offset by a decrease of $3.2 million in MassPort to reflect work transferred to construction contracts (R08A4). There was also a reduction of $400,000 in Gillette's forecast to reflect miscellaneous adjustments.

Right-of-Way Settlements/Judgments: $576 Million

Reduced Cost - $(19) Million from the Base Estimate (June 2000)

The Massachusetts Highway Department (MassHighway) handles the land acquisition requirements for the Project. Land and rights in land, or easements, are generally acquired by eminent domain pursuant to MassHighway's authorizing legislation set forth in Mass. Gen. L. c. 81, and in accordance with the eminent domain procedures set forth in Mass. Gen. L. c. 79. Land and easements to be acquired on either a permanent or temporary basis are shown on Right of Way Plans prepared for each design contract section.

Once the land and easements are identified, for all but the smallest parcels, appraisers selected from MassHighway's approved list of real estate appraisers conduct two independent appraisals. Following completion of those two appraisal reports, a review appraiser who is either a MassHighway employee or is selected from MassHighway's approved list reviews them. The review appraiser's responsibility is to review both reports, to correct any errors, and to prepare a report indicating which appraisal is more indicative of the fair market value of the land or easements to be acquired as of the date of the report. Following receipt of the review appraiser's recommendation, all proposed acquisitions in excess of $175,000 are also subject to receipt of approval from the Real Estate Review Board, and then by the MassHighway Board of Commissioners.

During the 30 day period following the Board of Commissioner's approval of an Order of Taking, the landowner is contacted by MassHighway and informed of the amount MassHighway has established as the fair market value on the date of taking. The landowner has the choice of accepting the payment in full settlement or as a (partial) payment *"pro-tanto"*. Any landowner accepting MassHighway's offer as a payment *"pro-tanto"* reserves the right, within 3 years of the date of taking, to petition the appropriate Massachusetts Superior Court for an additional assessment of damages via a jury trial. MassHighway is required to pay interest at the statutory rate on any additional award that may be established either by negotiated settlement or jury verdict.

The Project quantified each of the expected Right of Way claims, those takings that are anticipated to result in a claim beyond the *"pro tanto"* payment, and all necessary easements and temporary easement extensions required for construction. The Project reviewed available information and documentation about each taking (for example, appraisals or information from litigation discovery), and consulted with the Assistant Attorney General assigned to handle each litigated claim. As cases continue to move through the discovery process, more information, particularly information about plaintiffs' demands, becomes known. The estimates, therefore, are subject to revision, as more information becomes available.

a) For the fourteen cases that have been either settled out of court or tried to a jury verdict, the actual figures have been used. The figure carried for this category of cases is $28,788,581. This is a $4,308,151 reduction to the base (June 2000) cost estimate.

b) For the two cases that have been filed and have been at least preliminarily developed through discovery, a detailed estimate has been obtained though discussions with the Assistant Attorney General assigned to the case. This is a $6,350,000 reduction to the base (June 2000) cost estimate.

c) For the eight known cases which have either recently been filed or not yet been filed, but for which there is known potential financial exposure, an order of magnitude estimate using

historic trends and Project officials' knowledge of the real estate market was used. The figure is a $5,845,000 reduction to the base (June 2000) cost estimate.

d) For the costs for the six remaining relocations and 100 acquisitions (40 different parties), including easements and temporary easement extensions, the current estimate is $18,149,844. This recognizes the current Project schedule milestones and construction staging use. This is a $2,850,156 increase to the base (June 2000) cost estimate.

In total, these figures result in approximately $19 million reduction to the base (June 2000) estimate.

Design: $1,030 Million

Additional Cost - $61 Million from the Base Estimate (June 2000)

With base design virtually complete, the Project's engineering function is focused on Construction Phase Services (CPS), or engineering services that support Project construction. CPS activities include review of the contractor's technical submittals, response to technical Requests for Information, review and approval of the contractor's shop drawings, design calculations, material samples and product catalog descriptions, review of Value Engineering Proposals (proposed design and construction alternatives intended to reduce Project costs), review of contractor claims, development of design alternatives and construction work arounds based on actual field conditions and cost and schedule containment initiatives.

To assess CPS requirements, the Project reviewed in depth the status of each construction contract, the expected design changes during construction, the anticipated number of contractor submittals, and any known non-standard services such as a major contractor Value Engineering initiative. With some minor exceptions, this assessment typically resulted in CPS budget requirements for each Section Design Consultant being between 2.5 – 3.0 percent of the construction contract value plus allowances for additional items such as design changes and field inspection by the final design engineer. In addition, other design scope was identified including schedule improvement initiatives and re-design requirements. In total, CSU8 includes an additional $32 million for Construction Phase Services above that included in the base Finance Plan estimate.

Remaining Final Design scope is also assessed. The assessment includes reviews of design status, ongoing cost and schedule containment initiatives, additional engineering requirements, and hazardous material remediation requirements. CSU8 identified an additional $24 million for Final Design, primarily related to design efforts for mitigation and hazardous material assessment, remediation services, and schedule related impacts.

The current estimate also includes an increase of $5 million to the design budget for the scope of extending the Interim Operations Center services contract which was captured as construction scope in the base (June 2000) estimate.

It should be noted that the current design estimate for schedule initiatives (redesigns to support work arounds and resequencing to preserve schedule) and design future allowance was previously accounted for in Project Contingency.

Project Management: $1,977 Million

Additional Cost - $88 Million from the Base Estimate (June 2000)

Project management responsibilities include conceptual and preliminary design services, design management services for final design, project controls, quality control, construction management, and overall project management by both the Management Consultant (MC) and the Turnpike Authority.

The contract for MC services has been executed through a series of work programs. These work programs have ranged from one to three-plus years in duration. Pricing is dependent on the required scope of service. The quantification basis is validated by MassHighway, the Turnpike Authority and FHWA.

The first step in the process is to develop a detailed scope of service document based on the current schedule and needs of the project. Then each required position is identified and the duration of the position is determined. This information is captured on staffing templates. The Turnpike Authority and FHWA validate this need. The Project then quantifies supporting direct expenses by detailed line item. This also is reviewed and approved by the Turnpike Authority and FHWA.

In developing CSU8, the Project reassessed the Project Management scope and cost. The current estimate for project management is $88 million higher than the base year (June 2000) Finance Plan estimate of $1,977 million. Prior to the latest CSU8 estimate $73 million was identified due to the one-year extension of management staffing through 2005 to accommodate administrative closeout of the Project, increased staffing levels through 2004, and miscellaneous pricing rate changes.

In the latest CSU8 estimate $15 million has been added for external MHD audit consultants who were previously carried as a non-project cost because of the functional nature of the audit support services. These services are now presented as a direct Project cost.

Insurance: $522 Million

Reduced Cost - $(53) Million from the Base Estimate (June 2000)

Based on the current structure of the Project's Owner-Controlled Insurance Program (OCIP), an assessment is made of future premium costs based on the current construction cost estimate. The most recent approved insurance rates are included in the assessments. Using the current and projected balances in the Workers' Compensation (WC) and General Liability (GL) OCIP Trust, the Project intends to pay future WC and GL premiums, thereby eliminating new funding needs for these two types of insurance (this funding plan assumes the Project's current loss experience continues). The remaining costs of the other types of insurance (Builder's Risk, Professional Liability, Airport Contractors Liability, Railroad Protective, Environmental, Employment Practices Liability, Marine) will be paid with the funding identified in this Finance Plan.

During the SFY 2001 $50 million was removed from the insurance trust and rebated to the proper providers.[5] This reduction in the all years' insurance cost was included in the CSU8 resulting in a $53 million reduction to the total baseline budget.

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[5] The current OCIP Trust balance (estimated at approximately $245 million) is consistent with the high end of the reasonable funding range identified by FHWA's consultant Aon.

Contingency: $494 million

Additional Cost – $494 Million from the Base Estimate (June 2000)

Project Contingency is a budgeted amount of money to cover yet to be encountered issues and events from the present day through Project completion. The contingency amount is an order of magnitude estimate based on a determination of the amount and type of remaining work and risk based on professional judgment. Contingency assessments are not definitive estimates. For CSU8, the Project contingency value was determined using a layered cost risk analysis approach. Major areas of to-go risk were identified and quantified. The major areas of risk included: risks related to particular scope or contract elements, contractor claims pricing and potential settlement variances, schedule extension related impacts, competitive market environment unknowns that may affect the pricing of remaining unawarded contracts, unanticipated Right of Way court ordered settlements, and a pure allowance for unknowns such as Project scope changes. In the base estimate there was no allowance for Contingency.

As a check of the Contingency value the Project also performed another more traditional risk assessment. All remaining work on the Project was identified and then grouped into logical categories, each category containing similar types of scope and cost growth. Then, based on historical and professional experience, the probable risk of scope and cost growth was defined as a percentage for each category of work. The summation of the resulting category values yields a Project Contingency amount. This assessment produced a similar value and confirmed the reasonability of the Project's Contingency assessment conclusion.

Finally, the Chief Executive Offices of the Turnpike Authority reviewed CSU8 and other external assessments and directed that another $100 million be added to Contingency to cover additional unforeseen exposures bringing the total value of Contingency to $494 million.

Key Budget Assumptions

The to-go cost forecast for the Project carries three significant underlying budget assumptions. These assumptions could significantly influence the final cost of the Project. These three critical budget assumptions are: (a) competitive market environment for to-be awarded contracts; (b) timely achievment of the project schedule milestones; and (c) the extent of construction potential change allowance (PCA) that will be needed for construction contracts. A previously identified key assumption, that being the effect of inflation or escalation on Project construction contracts, is now relatively small because of the advanced nature of contract commitments. As of March 31, 2000, 80 percent of the contracts have been awarded thereby transferring the risk of inflation from the owner to the contractor.

Competitive Marketplace

Between 1995 and 1999, the Project budgeted a competitive marketplace reduction of 13 percent. In other words, the Project has taken its latest contract estimates, extended this value by 87 percent and reflected the results of this extension in the Project cost projections. This 13 percent discount factor reflected the Project's history through 1994. Starting in early 1999 the actual bids for awarded contracts were averaging 7 percent below the estimate prepared by the Project. Based on this trend, the Project revised the to-go marketplace competition budget factor to a level that is 93 percent of the to be awarded construction estimates. Because the contract award activity over the past year has been relatively low the Project has no basis to change their budget assumption. The

Project has allowed funds in contingency to cover some deviations from this assumption. It is recognized that the Project cannot predict with any precision or certainty, the near term economic parameters of the construction industry, or the local Boston construction environment.

The Boston area economy is robust with the unemployment rate among the lowest in the country. Opportunities for commercial development and local construction projects, such as the South Boston waterfront, Convention Center, and the new Foxborough Stadium, abound and are resulting in a continued healthy construction economy. If these other opportunities materialize in the Boston area at the time the Project's one remaining large construction contract is advertised for bid, competition may be weak and the bids may not be awarded as low as budgeted.

On the other hand, there are equally strong reasons why the to-go bidding environment may be more aggressive than experienced in the past two years. The one remaining large civil/structural contracts is currently scheduled for advertisement in the latter part of 2001. At that time several other civil/structural construction contracts comparable in size and scope to this contract will be approaching construction completion. Furthermore there will be two contractors working in the same general area as this contract scope. The Project may be able to capitalize on this market dynamic as experienced Project contractors may submit aggressive bids on these contracts to leverage the equipment, personnel and lessons learned acquired from their recently completed or close proximity contracts.

Schedule

Project schedule requirements mandate that Project activity needs to exceed an average $100 million per month for the next two years (over the past nine months approximately $80 million was completed). This is a demanding schedule that will necessitate the timely integration of all active project contracts. In addition, the next key I-90 schedule and I-93 schedule milestones will be occurring in relatively the same time period at the latter end of 2002 adding to the demands of the Project. Most of the active contracts will complete the majority of their work by these openings. Because many of the contracts are 'locked in step' a failure to meet schedule by the pacing contractor could adversely impact the follow-on contractor(s). Synchronized contracts completion is a necessity to meeting the schedule milestones.

Recognizing the close integration of multiple contractor efforts and the fact that one contractor can negatively impact others, schedule adherence is critical to not only timely completion of the project, but equally as important to meeting the budget. 'As the schedule progresses so does the budget' is a critical component of the budget. Senior project management will continue to closely monitor the status and critical path of the pacing contracts and emphasize those construction activities that are driving the project milestones and also the project budget.

Potential Change Allowance

Simply stated, potential change allowance, or PCA, is the estimated cost value that has been allowed above the fixed price bid. PCA is for contract changes during construction that are related to the scope that was included in the base bid. It includes changes related to differing site conditions, schedule maintenance decisions and design evolution.

The Project has revised the to-go budget assumption for PCA. As part of the CSU8 assessment, the personnel closest to the scope and risks of each contract have reassessed their PCA evaluations. These PCA risk evaluations recognize the current scope and status of the contract, presently identified PCA conditions, any schedule recovery or delay exposures, and a methodical approach to

analyzing to-go construction exposures and risks. The CSU8 cost estimate reflects a PCA of 22 percent for completed and substantially complete contracts, 27 percent for currently active contracts, and 19 percent for unawarded contracts, for an overall project blended potential change rate of 26 percent.

Recognizing the current advanced state of design, and the fact that approximately 82 percent of construction contracts have been awarded, use of PCA funds continue to be the most dominant factor influencing the ultimate Project cost. Project management continues to focus on maximizing opportunities that will reduce its use and the costs of the Project.

Inflation

The current budget assumes an escalation rate for to-be–awarded construction contracts at 2.35 percent annually. Although this represents the low end for a few scope elements, it is higher than expected for most commodities. The Project applies escalation to each construction contract estimate as a whole when estimating future work, rather than applying a series of separate escalation rates to each contract's cost and commodity categories. Accordingly, the use of a single overall escalation rate should reflect a mix of commodities appropriate to the Project. *Engineering News Record* Magazine's (ENR) 2000 Fourth Quarterly Cost Report for labor and material escalation projections substantiates the 2.35 percent per annum being used by the Project. For labor, the escalation is forecast to be slightly above the 2.35 percent annual figure. The escalation for materials that are typically used on the Project has figures that are generally below the 2.35 percent. For 2001, the ENR skilled labor index projects a 3.6% increase. The material cost index is projected to increase by only 1.0%, with critical commodities on CA/T of structural steel and cement predicted to be in this 1.0% range. Of some concern are the ENR 2001 forecasts for the BCI and CCI indices which are projected at 2.6% and 3.2% respectively. The Project will continue to track these values throughout the year for actual cost trends related specifically to the CA/T Project.

The Project recently completed an escalation analysis for the six year period through December 2000 substantiating the 2.35 percent budgeted escalation rate. The three-year Annual Percentage Rate (APR) for the combined ENR Building Cost Index (BCI) and Construction Cost Index (CCI) for the Boston area was 0.92 percent, and the six-year APR for this combined index was 1.17 percent. The BCI uses 60 percent labor and the CCI uses 78 percent labor thus indicating material escalation to be low. The Means Construction Cost Index three and six-year APRs for the Boston area were 1.75 percent and 1.59 percent, respectively.

It should be emphasized that the effect escalation has on the budget continues to decline compared to other budget assumptions. Escalation risks for contracts currently awarded rest primarily with the contractor because awarded construction contracts cannot be adjusted for changed escalation conditions over the life of their construction period. Inflation effects on changes to active contracts are considered as part of the change order cost quantification, but was not a significant factor due to the advanced state of the majority of awarded contracts.

Independent Cost Assessment of Project Cost

The Executive Office of Administration and Finance has engaged the services of Deloitte & Touche (D&T), a consulting and accounting firm, to perform an independent assessment of the Project. This review provides an assessment of the process the Project used to develop CSU8. Further,

D&T provides opinions on exposures that the Project may face between now and Project completion. At the time of submittal of this Finance Plan the D&T report was completed in draft form only, and therefore is not included as an appendix to this document.

4. Implementation Plan

Project Schedule

Ted Williams Tunnel

The TWT was substantially completed on schedule in December 1995.

Initial Leverett Circle Connector

The ILCC was substantially completed one week ahead of schedule on October 7, 1999.

Interstate 90

The I-90 Extension includes construction of a new four-lane highway and connecting ramp system, both Eastbound and Westbound, through and under Boston and incorporating the previously constructed Ted Williams Tunnel into the Interstate Highway System. It begins at the current terminus of I-90 at the existing South Bay I-90/I-93 Interchange and proceeds east under the Fort Point Channel to the new South Boston I-90 Interchange where it connects to the Ted Williams Tunnel. Additional roadways in East Boston complete the I-90/Logan Airport Interchange and extend the highway to its new terminus at the new I-90/Rt.1A East Boston Interchange. The overall length is approximately 3.5 miles, and the major elements to be constructed include various interchange ramp structures, highway boat structures, cut and cover tunnels, two immersed tube tunnel crossings, various bridge and viaduct structures, and tunnel ventilation structures.

I-90 Eastbound's most westerly point begins in the existing I-90 Massachusetts Turnpike boat structure approaching the existing I-90/I-93 South Bay Interchange. After crossing under the newly constructed I-90/I-93 Interchange, I-90 descends below ground just west of the railroad tracks at South Station. The underground highway then proceeds under the tracks through a series of jacked tunnels, briefly passing through a cut and cover tunnel section before entering the immersed tube tunnels under the Fort Point Channel and above the MBTA Red Line subway tunnel. Once in South Boston, the immersed tube tunnels reconnect to cut and cover tunnels being constructed in the casting basin previously used to fabricate the immersed tubes. After proceeding further east in cut and cover tunnels, I-90 will join the existing Ted Williams Tunnel (opened to traffic in 1995) in South Boston. On the eastern end of the Ted Williams Tunnel, in East Boston, the highway emerges above grade at the new I-90/Logan Airport Interchange before proceeding further east to the new I-90/Rt.1A Interchange. I-90 Westbound runs parallel to Eastbound for the entire length.

The I-90 Opening Extension includes both Eastbound and Westbound mainlines including Ramp L which will provide an additional Eastbound move from I-93 NB.

Facilities to be available/utilized with this Milestone include:

Ventilation Buildings No. 1 & 5.

Emergency Stations: ES4 Union Park (ESS2) and EP3 Haul Road.

Electrical Substation: SW09, VB01, and VB05.

Low Point Pump Station: C01A3-LP03, LP04 (LPPS-c1), C09B1-LP05.

Storm Water Pump Station: C01A3-SW01, C09B1-SWPS08, and C09A4-SW09 (SW02).

The CSU8 Completion of I-90 Opening is to occur in three major phases with targeted completion dates as follows:

➢ I-90 Westbound	**August 11, 2002**
➢ I-90 Eastbound	**August 25, 2002**
➢ Ramp L (I-93NB to I-90EB)	**September 8, 2002**

Once I-90 Westbound is opened to traffic in mid-August 2002, work will complete on the eastbound tunnel which opens two weeks later, followed two weeks later by the important Ramp L (requiring a portion of Ramp K) connecting I-93 Northbound and Frontage Road NB (Ramp FL) to I-90 Westbound. During this time, numerous ramps in the South Boston Interchange will be phased into operation; Ramp B (with WB), Ramp C/CT (with EB), and Ramp I (with Ramp L) providing an I-90 connection to and from the South Boston local street system.

The I-90 Opening excludes the Ramp D connection to I-93 NB (will open at I-93 Northbound), the HOV system, and Ramp D connecting I-90 Westbound to I-93 Southbound in the South Bay Interchange. This will be completed by the I-93 Southbound Opening.

The critical near term civil/structural contract for achieving the I-90 opening is C09B1. The work on both sides of the Fort Point Channel assumes an aggressive work program that is consistent with optimal production rates achieved on the Project to date. Multiple construction headings, double shifts, 6 day work weeks, and additional forms are the basis for the aggressive expectations.

Following civil/structural contracts are the critical follow-on contracts that are also planned with aggressive work programs. Major schedule initiatives will be incorporated into the contracts of C20B2, C09B2, and C22A2.

Interstate 90 Schedule Status

Approximately 43 construction contracts are required to construct the I-90 Extension. The first mainline civil/structural contract associated with I-90 commenced construction in February 1991 and the last contract to receive a Notice to Proceed was the Rt.1A Interchange contract in April 2000. The Ted Williams Tunnel was opened in December 1995.

In December 2000, Ramp A, which allows traffic from the South Boston Haul Road to enter the TWT directly, was opened to commercial vehicles. In September of this year, Ramp F, which allows traffic to exit from the TWT to Congress Street in South Boston, will be opened to commercial vehicles as well.

To date approximately 2,500 linear feet of the 5,000 linear feet of highway has been turned over for follow-on work. During the next 6 months, the balance of eastbound and westbound cut and cover tunnel will be completed and turned over, at strategic locations and points in time for follow-on work. By the winter of 2001, the most critical follow-on installation work will be well underway. Final Systems Testing will begin during the spring of 2002.

In the August 2001 Project Management Monthly report, the Project acknowledged a 1-month schedule delay to the revised I-90 milestone date of 08-Aug-02. The main causes of this delay was dewatering attributable to the casting basin and the west side of the Fort Point Channel. The new forecast to complete dewatering is August 26, 2002, which moves the I-90 opening date to eight days beyond the September 8, 2002 date. The delay is expected to be recovered through resequencing resources that continue to proceed with unrestrained portions of the work. In

summary, as of August 22, 2001, the September 8, 2002 Opening date is trending to September 16, 2002.

Interstate 93

The I-93 Corridor consists of constructing a new four Lane Highway, both Northbound and Southbound through and under the City of Boston. It begins at a southerly location, adjacent to Southampton St., and continues to its most northerly point, just shy of Sullivan Square. The overall length is approximately 3.6 Miles long, and the major constructed elements include; Elevated Viaducts, Cut and Cover Tunnels, various Bridge Structures, including an Asymmetric Cable Stay Bridge over the Charles River, and Tunnel Ventilation Structures.

I-93s most southerly point begins at grade at approximately Southampton St., and progresses north through what is known as "the Southbay Area," on an Elevated Viaduct. After crossing over the newly constructed I-90/I-93 Interchange, I-93 begins its decent below ground, just south of Kneeland St., and reappears approximately one and one half (1-1/2) miles later, just north of Causeway St. The majority of the I-93 Northbound Box is constructed directly below Atlantic Avenue. After reappearing adjacent to the Fleet Center, the Roadway crosses over the Charles River on the Projects signature Asymmetric Cable Stay Bridge. On the north side of the Charles River, the highway continues on what is known as an elevated Segmental Trapezoidal Box Structure Bridge. This portion of the Highway is approximately 2600 Ft. long, meeting its final tie-in point in the vicinity of Sullivan Square, where it ties into existing I-93, both Northbound and Southbound.

To facilitate the necessary traffic moves within the City limits, a number of existing Ramps (both North and South) have been replaced and the new number of Ramps, both Northbound and Southbound were drastically reduced to maximize traffic flow. Major Ramps within the I-93 Corridor include; Ramp L-CS (Leverett Circle to I-93 Southbound) and ST-S/CN-S (Sumner Tunnel/Central Artery North to Storrow Drive), Ramp A-CN (Atlantic Avenue to Central Artery North), Ramp CN-SA (Central Artery North to Surface Artery), and Ramp SA-CN (Surface Artery to Central Artery North). In addition to these Ramps, there are a number of Ramps in the Southbay area that provide the needed Traffic movements from I-90 Eastbound and Westbound to I-93 Northbound and Southbound.

Alignment of the I-93 Southbound corridor is similar and its alignment follows in parallel to the Northbound tunnel until reaching Dewey Square. At this point, the two tunnels separate, where I-93 Southbound utilizes the original Northbound and Southbound tunnels to construct I-93 Southbound under Dewey Square. Southbound then continues south, in its existing alignment until exiting the tunnel just north of the I-90/I-93 Interchange.

Completion of I-93 is separated into three (3) Project Milestones, chronologically; their respective completion dates are forecast as follows:

- I-93 Northbound - **November 1, 2002**
- I-93 Southbound - **November 1, 2003**
- Project Completion - **December 31, 2004**

Interstate 93 Schedule Status

Approximately 25 Contracts, of various Contract values, are required to complete I-93. The first Mainline Contract associated with I-93 commenced construction in February 1995 with the last Contract receiving NTP in October of 1999.

I-93 Northbound will be opened first. When completed, the new alignment will provide four (4) express lanes under the City. As Tunnel sections are finished, they're subsequently turned over to follow-on Contractors for completing the necessary fit out work, such as Tunnel Finishes, Electrical Installation, and Control Systems (e.g., IPCS or Integrated Project Control Systems).

To date, the excavation and Invert Slabs associated with I-93 Northbound Bore (including a portion of NB Ramps) has been placed; approximately 7200 LF of the 8000 LF on I-93 Northbound has been completed and turned over for follow-on work. During the next three months, the balance of the Northbound Tunnel will be completed and turned over, at strategic points in time, for follow-on use. By November 2001, the most critical follow-on installation work begins, with final Systems Testing beginning during the summer of 2002. Relative to Ramp CN-S, the entire 2550 LF of Tunnel is excavated and 1750 LF of the Tunnel entirely completed. The entire Ramp CN-S Tunnel will be turned over to follow-ons by mid October 2001.

North of the I-93 Northbound Tunnel Box, construction continues to progress in various stages. Currently, the Cable Stayed Bridge is nearing completion, with installation of barrier and final wearing course remaining. This work is forecast for completion in early October of this year. North of the Cable Stay Bridge, the remaining viaducts and loop ramps are nearing 75% complete with the balance of work to be completed in the spring of 2002.

To support the I-93 Northbound Opening, three (3) Vent Buildings (Nos. 3, 4, and 8) are required, with each building being at various stages of completion at this time. By December of this year, Vent Building Nos. 3 and 8 will have completed its critical turnovers to follow-ons, leaving Vent Building No. 4 completing it's critical turnovers in the spring of 2002. Current forecast are to have Vent Building Nos. 3 and 8 performing fan testing by late spring/early summer of next year, followed by fan testing for Vent Building No. 4 by late Summer of 2002 in support of the November 2002 I-93 Northbound Opening Date.

Once Northbound is opened to traffic in November 2002, the Project will immediately begin working the final stages of critical tunnel work needed for the Southbound Opening in Dewey Square. The procurement phase for this contract was completed in late July and contract Notice To Proceed is forecast for August 2001. The general construction sequence for Dewey Square is as follows: Following Northbound Opening, existing Southbound traffic will be shifted into the Old I-93 Northbound tunnel via the Southbound Bypass Road. Once the Traffic shift is completed, reconstruction of the "Westerly" Southbound tunnel will begin. On completion, Southbound traffic is then switched into the completed "Westerly" Southbound tunnel and work begins on the "Easterly" Southbound tunnel. Approximately one (1) year is needed to complete this phase of work, including all follow-on work in support the I-93 Southbound Opening.

The full opening of I-93 Southbound (both tunnels), construction of the Residual Ramps North of Causeway St., the Storrow Drive Tunnel, which ties into the Storrow Drive/Leverett Circle Connector Ramp to I-93 Northbound, and final completion of all remaining Ramps North of the Charles River are all scheduled to be completed by the end of 2004. Also completed in this time frame is the demolition and removal of both the Elevated Artery and the "Old Charles River Crossing Bridge." Final restoration will follow once all demolition is completed.

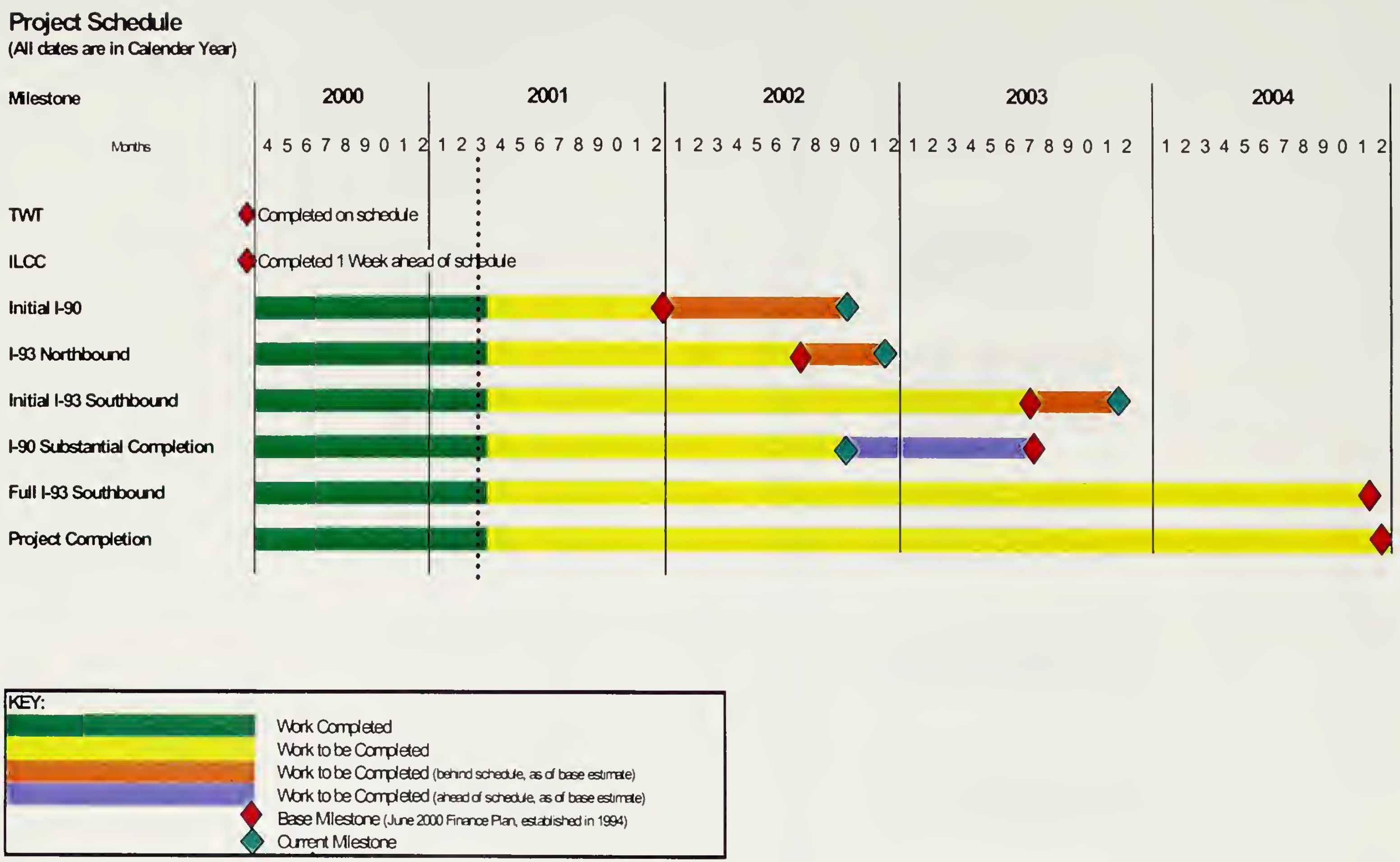

Exhibit 4a: Project Schedule

Actual Expenditures vs. Budgeted Expenditures

Exhibit 4b shows the actual expenditures versus the budgeted expenditures as shown in the base year (June 2000) Finance Plan for the period from SFY 2000 to SFY 2005.

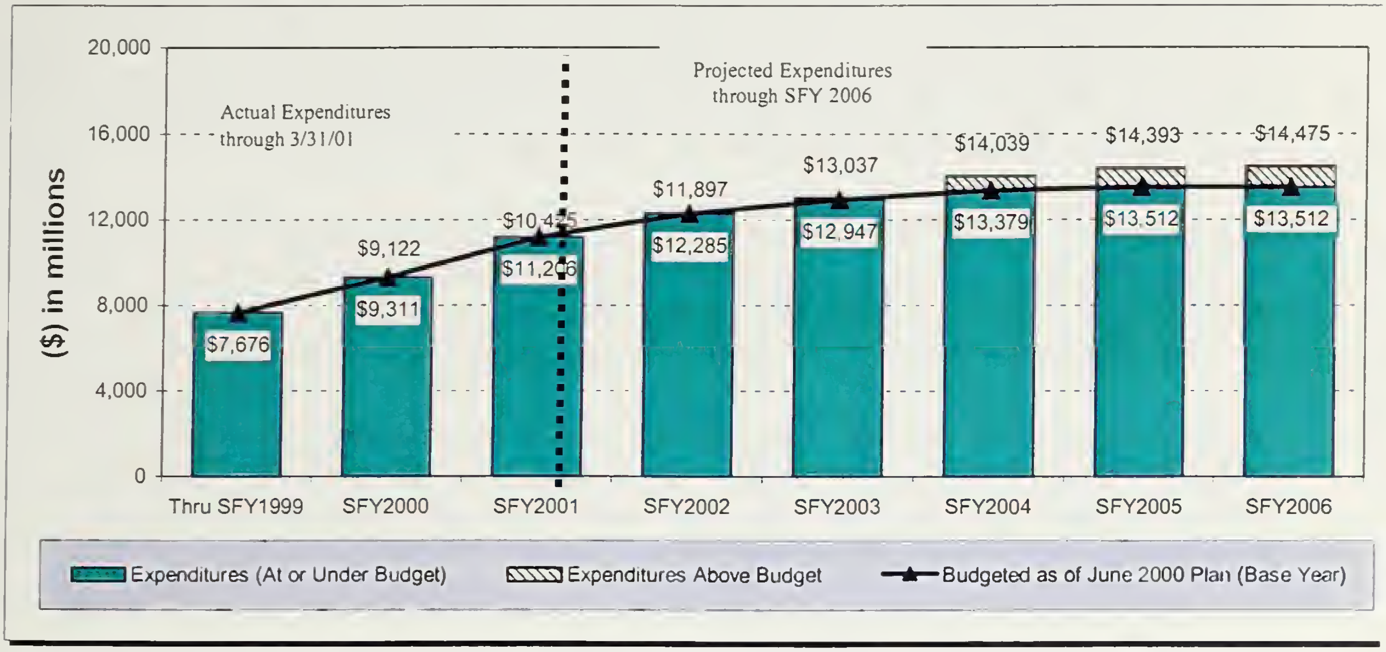

Exhibit 4b: Cumulative Project Expenditures vs. Base Finance Plan (June 2000) Expenditure Estimates

Potential impacts to Implementation Plan

The Project estimate contains assumptions about a number of scope specific issues that have the potential to affect the Project cost if they change. These issues, such as unanticipated site conditions and unplanned ROW settlements, are discussed as part of the cost estimate in Section 1 under the appropriate headings. Additionally, as described in Section 3 and Section 5, contingency values have been identified in the event these assumptions cannot be maintained. This finance plan identifies firm funding sources and amounts for the total Project cost. In the event that Project costs exceed the current estimate, contingency funding sources have been identified and are discussed in section 6.

Estimate Methodology

Please see section 3 and Appendix A for methodology and processes used in the cost estimate.

5. Project Financing and Revenues

Exhibit 5a illustrates the components of the overall funding for the Project. Federal Aid accounts for approximately 49 percent of revenues while State and other sources including Commonwealth general obligation bonds, Transportation Infrastructure Fund Bonds, Grant Anticipation Notes (GANs), the Turnpike Authority, and MassPort account for the remaining 51 percent of revenues. At the point when the Project receives full federal reimbursement for the GANs program, the federal portion will increase to 59 percent while the Commonwealth's portion decreases to 41 percent.

The October 2000 Finance plan identified funding sources of $14.075 billion. The current cost assessment requires an additional $400 million in funding bringing the total revenue necessary to complete the Project to $14.475 billion. The Commonwealth and Turnpike Authority have identified $400 million in additional revenue by maximizing the Project's existing funding sources. These sources include:

- $175 million in additional funding from the TIF (TIF). The TIF was created in 2000 to address the additional cash needs of the Project. Higher than projected interest earnings in the fund ($50 million), as well as increased borrowing capacity ($125 million), from higher than projected vehicle registration and license renewal fees enable the TIF to generate additional funding for the Project.
- $150 million of additional State Bond Cap. The Commonwealth and the Project will exchange $150 million in federal funds the project cannot use with $150 million in state bond cap. This can be achieved without impacting the statewide road and bridge program while remaining within the CA/T $8.549 billion federal funding cap.
- $68 million from the sale of MTA real estate. The MTA has property that will be actively marketed this Fall that has an appraised value of $100 million. Proceeds from this sale will be used to fund Project costs.
- $7 million in surplus State bond cap. In closing its books in State Fiscal Year 2001, the Commonwealth identified $7 million in excess State bond cap not utilized by non-transportation agencies. The Executive Office of Administration and Finance has allocated these proceeds to the Project.

For details on each one of these additional revenues please refer to the appropriate headings within this section.

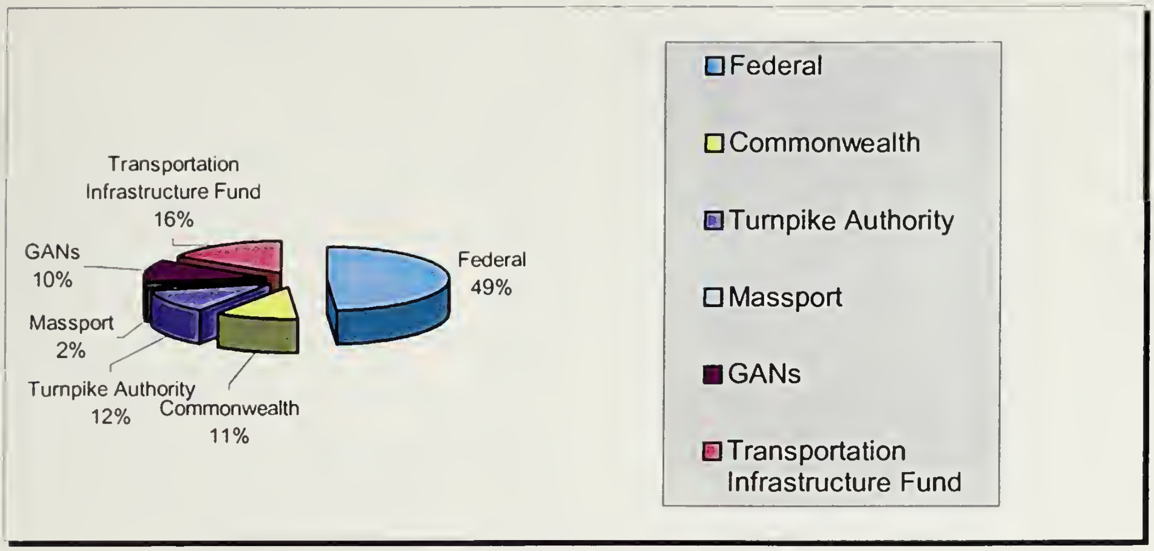

Exhibit 5a: Overall Revenues by Source

Exhibits 5b presents a comparison of Project financing between the base (June 2000) estimate and the current estimate.

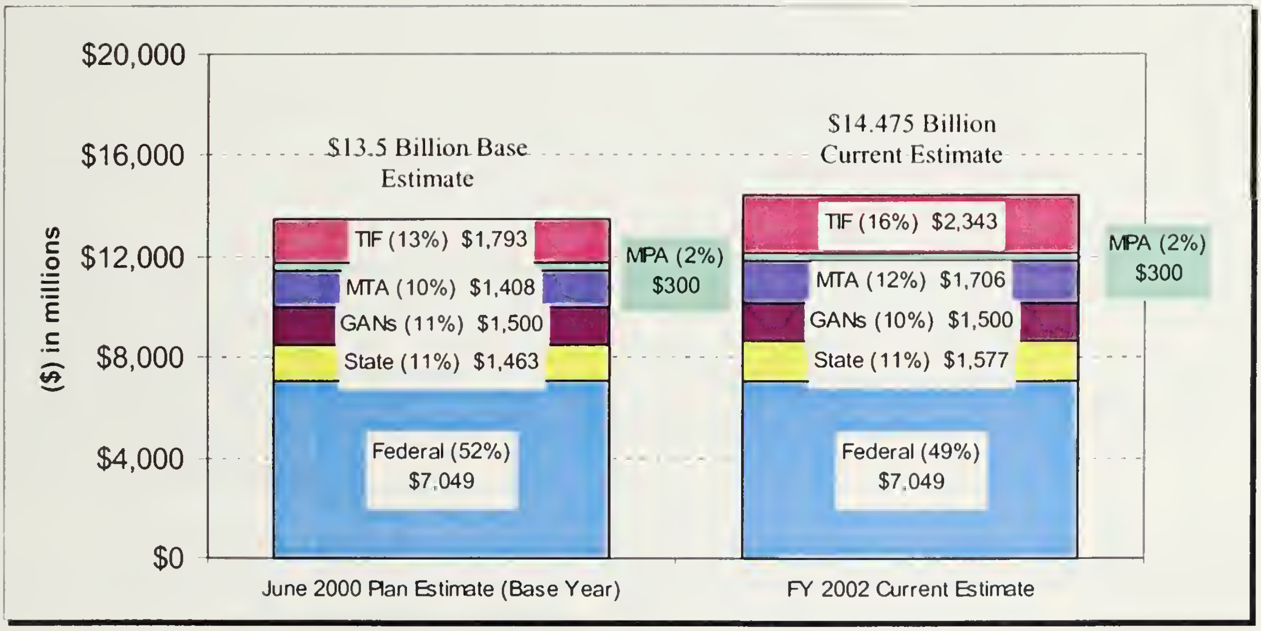

Exhibit 5b: Project Financing Plan by Sources

Exhibits 5c and 5d summarize the obligation and expenditure status as of the end of SFY2000 for each funding source.

Source	Obligations through SFY2001 (3/31/01)	Remaining Obligations	Total Revenues
Federal	6,140	909	7,049
Turnpike Authority[6]	1,367	339	1,706
MassPort	288	12	300
GANs[7]	1,461	39	1,500
State Bonds/Notes[8]	1,407	170	1,577
Transportation Infrastructure Fund[9]	785	1,558	2,343
TOTAL (including Contingency)	11,448	3,027	14,475

Exhibit 5c: Summary of Total *Obligations* by Funding Source ($, millions)

Source	Expenditures through SFY2000 (3/31/01)	Remaining Expenditures	Total Expenditures
Federal	5,822	1,227	7,049
Turnpike Authority	1,359	347	1,706
MassPort	249	51	300
GANs	1,366	134	1,500
State Bonds/Notes	1,082	485	1,577
Trans. Infrastructure Fund	121	2,222	2,343
TOTAL (including Contingency)	10,008	4,467	14,475

Exhibit 5d: Summary of Total Expenditures To-Date and To-Go by Funding Source ($ millions)

Debt Service/Bonding

As previously discussed, the Project is funded from a variety of sources including federal transportation funding, cash and bond proceeds from the Turnpike Authority and the Massachusetts Port Authority (MassPort), General Obligation bonds and bond anticipation notes issued by the Commonwealth of Massachusetts, defeasance of outstanding Commonwealth bonds, and grant anticipation notes (GANs) issued by the Commonwealth to be repaid with future federal transportation funds.

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[6] Turnpike Authority funding includes $1,400 million in cash and bond proceeds (including interest earnings and Commonwealth pay-as-you go financing), $53 million cash contribution for the Parcel 7 Garage and Surface Restoration, $185 million from the Allston Landing sale (plus interest earnings), and $68 million from the sale of Turnpike real estate assets.

[7] Considered a State obligation until associated Advance Construction is converted to federal funds.

[8] Obligations reported in this Finance Plan exclude commitments of state bond/notes on unconverted Advance Construction authorizations.

[9] The TIF includes $200 million from the Turnpike Authority and $65 million from MassPort.

GANs are the only debt issued by the Commonwealth that is secured by a pledge of federal funding. Principle repayment on GANs is made with future federal transportation funds. Interest payments are funded by annual appropriations from the Commonwealth. The forecasted principle repayment schedule for GANs is addressed later in this section under the discussion of Advance Construction funding.

All other debt issued to support the Project is paid from revenues of other entities contributing to the costs of the Project. For example, bonds and notes issued by the Commonwealth and MassPort are secured by revenues of the Commonwealth and MassPort respectively, and not from "CA/T Project specific" revenues or cash flow. Therefore, since the debt issued by these entities is not specific to the Project, it is not quantified herein as a funding burden specific to the Project. Additionally, the cash contributions from the Turnpike Authority are generated from toll and/or other revenues and not from CA/T Project specific revenues.

Federal Funding Levels for Massachusetts

The Commonwealth's remaining federal highway apportionment from TEA-21 is expected to be approximately $553 million per year. Actual funds each year depend on the Highway Trust Fund (HTF) revenues and annual appropriations levels. However, the Project cannot exceed the administrative cap instituted by FHWA on May 8, 2000.

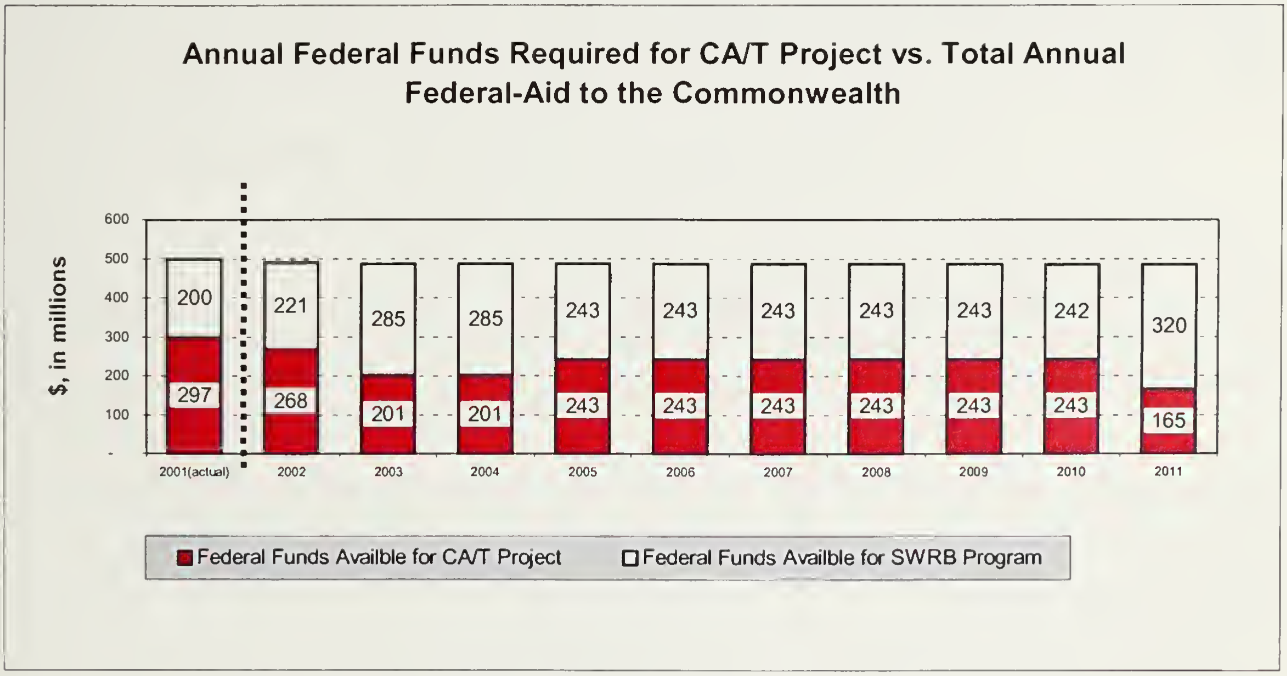

Exhibit 5e: Annual Federal Funds required for the CA/T Project

This cap limits the Project to $7,049 million in direct federal obligations plus $1,500 million in GANs repayments for a total federal participation level of $8,549 million.

Exhibit 5e includes actual obligation authority and estimated obligation authority to both the Project and Statewide Road and Bridge Program. The federal fiscal year 2001 (FFY2001) obligation authority for the Project is approximately $297[10] million based on actual obligation authority of

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[10] Actual FFY2001 obligation authority does not include potential August redistributions.

$318 million plus approximately $2 million in Revenue-Aligned Budget Authority (RABA) minus $23 million in obligation authority exchanged with the Statewide Road and Bridge Program for Commonwealth bonds. For FFY2002 – FFY2009, 88 percent of the apportionment value is used an estimate for all funding programs including RABA, High-Priority Projects, and Penalties. Based on this assumption, the Project expects approximately $347 million in obligation authority for FY2002 and approximately $243 million per year for FFY2003 - 2011.

Similar to FFY2001, the Project plans to exchange obligation authority for Commonwealth bonds in the amounts of $43[11] million in FFY2002 and $42 million in FFY2003 and FFY2004. After the exchange (including $36 million for contract C01A7, see footnote 10), the Project expects $268 million in obligation authority for FFY2002 and $201 million in obligation authority for FFY2003 and FFY2004. For details on the Project and Statewide Road and Bridge Program proposed obligation authority and Commonwealth bond exchange please refer to the Non-Federal Funding Sources later in this section.

The federal funding levels assumed in this Finance Plan are based on estimated TEA-21 authorization for FFY2002 and FFY2003, and assumed authorization levels FFY2004-2011 (based on 88 percent of FFY2003 levels). This Finance Plan assumes the use of federal funds up to the administrative limit value of $8,549 million.

For purposes of planning the annual availability of these funds, this Finance Plan uses the current 71/29 percent funding allocation between the Project and the Statewide Road and Bridge Program through FFY2002, after which, the allocation will be 50/50 percent until the Project's Grant Anticipation Notes (GANs) are repaid.

Advance Construction with Partial Conversion

Project financing is heavily dependent on optimizing available federal funds through the use of Advance Construction (AC) with Partial Conversion[12]. This Finance Plan update, using AC with Partial Conversion, assumes that over 90 percent of federal funds are obligated and spent in the same fiscal year. Under traditional obligation practices, this percentage would be closer to 20 – 25 percent, since, for example, the full value of a four year construction contract would be obligated at the start of construction.

Exhibit 5f identifies the Project's projected AC activity and federal fiscal year-end balances. The AC balance is the sum of the existing authorized advance construction amounts for the Project less the annual obligations (conversions) required to pay the federal share of invoices through that year. The Project's AC Balance is $2,729 million as of the end of FFY00[13]. The remaining net new AC authorizations total $222 million with a remaining AC balance of $290 million (per agreement with FHWA) after GANs repayment is completed in FFY2011. The projected FY2005 AC Balance of $1,673 million at the end of the Project construction period is required for the remaining GANs

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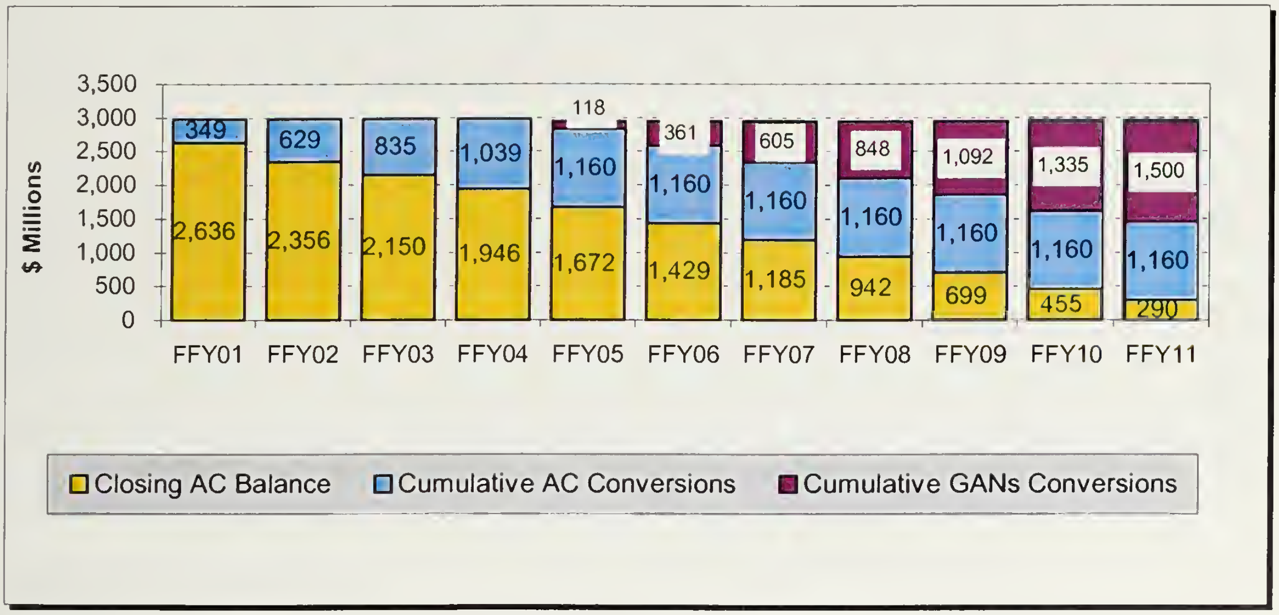
[11] An additional $36 million of obligation authority will be given to the Statewide Road and Bridge Program in reference to contract C01A7. This will lower the Project's portion of FFY2002 obligation authority to $268 million.

[12] The National Highway Act of 1995 (NHS) permits states to use the AC financing mechanism for projects included in their STIP.

[13] As of March 31, 2001 the total AC balance for Massachusetts was $3,546 million ($2,751 CA/T Project plus $795 non-CA/T). Exhibit 5f shows a projection for the Project's AC balance at the end of FFY2001 (the opening balance of $2,729 million is as of the end of FFY2000).

repayments of $1,382 million and for any future conversions required to fully obligate the Project's $8,549 million federal funding. Future conversions of the remaining $290 million AC Balance will only occur if contract values are reduced in the future (such as during construction contract or insurance closeout audits) and their associated federal obligations are released, thereby reducing the total obligated amount for the Project below the $8,549 million cap. To fully utilize the $8,549 million of available federal funding, the Project would convert previously authorized AC contracts carried in the $290 million AC Balance. In no case will the total federal obligations for the Project exceed $8,549 million. The remaining AC Balance of $290 million (or less) will be deauthorized after administrative closeout of all federally funded Project contracts.



	FFY01	FFY02	FFY03	FFY04	FFY05	FFY06	FFY07	FFY08	FFY09	FFY10	FFY11
Opening Bal.	2,729	2,638	2,279	2,031	1,784	1,541	1,297	1,054	811	567	393
New Auth.	555	-	-	-	-	-	-	-	-	-	
Conversions	(349)	(280)	(206)	(204)	(122)	-	-	-	-	-	
Conversions for GANs	-	-	-		(118)	(243)	(243)	(243)	(243)	(243)	(165)
Deauth.	(298)	-	-	-	(35)	-	-	-	-	-	-
Closing Bal.	2,636	2,357	2,150	1,947	1,673	1,430	1,186	942	698	454	290

Exhibit 5f: Projected Project AC Balances FFY00 – FFY11

Non-Federal Funding Sources

Previous Finance Plans, as well as the Metropolitan Highway System Feasibility Study issued in December 1996, identified several non-federal funding sources for the Project, including State General Obligation Bonds, Grant Anticipation Notes (anticipated to be federally reimbursed), third party funds from MassPort and the Turnpike Authority, Bond Anticipation Notes to access

MassPort payments in advance, and the TIF. The following narrative describes each funding sources in detail.

General Obligation Bonds

Between SFY2001 and SFY2005, the Commonwealth will issue approximately $532[14] million of general obligation bonds to finance the Project. Total outstanding debt for the Project through 2005 is less than this amount since a significant portion of the bonds issued since 1985 have matured.

The Commonwealth has a long practice of borrowing funds, via state general and special obligation bonds, to pay for capital expenditures such as the Project. Proceeds from these bonds cover the state share of federal-aid projects and pay for non-federally funded projects. General obligation bonds are the principal non-federal source of financing for most of the Commonwealth's capital infrastructure investment, including transportation, higher education, public housing, and other facilities.

Between 1991 and 1998 the Commonwealth issued approximately $900 million per year of bonds to finance its capital program. In 1998 and again in 2001, this amount was increased to approximately $1 billion and $1.15 billion per year respectively, to provide the Commonwealth greater financing flexibility and allow continued investment in other important capital construction activities during the peak cash flow years of the Project. Citing the Commonwealth's overall fiscal health and management, Moody's Investor Services upgraded the state's credit rating from Aa3 to Aa2 in January 2000. In addition, Standard and Poor's changed the state's outlook from stable to positive, and Fitch IBCA, Inc. re-affirmed its stable outlook on the Commonwealth's credit. Both Standard and Poor's and Fitch IBCA, Inc. assign the Commonwealth's general obligation bond rating AA-.

Additional State Bond Cap

Consistent with longstanding agreements with MassHighway, the Project will receive 50 percent of the Commonwealths federal obligation authority beginning in federal fiscal year 2003. Notwithstanding this funding arrangement, the Project operates under a federal funding cap of $8.549 billion. In order to maximize funding to the Project while remaining within the $8.549 billion funding cap, the Project and the Executive Office for Transportation and Construction (EOTC) intend to exchange $150 million of state bond cap for $150 million of obligation authority (within the Project 50 percent split). This exchange will hold non-Project funding harmless in that each dollar of State bond cap will be exchanged on a dollar-for-dollar basis with obligation authority that would have been directed to the Project. To date, approximately $23 million has been exchanged and the Project and EOTC intend to exchange an additional $127 million by Project completion ($43 million in FFY2002 and $42 million in FFY2003 and FFY2004). The Project is reviewing its available non-federal authorization spending authority may need additional (approximately $150M) bond authorization.

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[14] This amount does not include the Commonwealth general obligation bond issued pursuant to Chapter 87 of the Acts of 2000.

Surplus State Bond Cap

In closing its books in SFY 2001, the Commonwealth identified $7 million in excess State bond cap not utilized by non-transportation agencies. The Executive Office of Administration and Finance has allocated these proceeds to the Project.

Grant Anticipation Notes

In 1996 the Commonwealth filed a Finance Plan with FHWA that identified a transportation program funding variance between cash requirements and available funding sources during the Project's peak construction years. The projected funding sources were insufficient to maintain both an adequate statewide program and support the Project during peak construction. The Project and the Commonwealth conducted several studies to address and minimize this funding deficiency.

The Project evaluated all remaining scope and removed those features judged non-essential in order to help lower the cash requirement and reduce the funding variance. The Project also resequenced construction to the extent possible to reduce the funding variance during the peak years.

The Project also identified significant cost impacts that would result from major Project delays and schedule extensions. In addition, the Administration and Legislature concluded that the statewide program was also a priority, and that both the statewide and Project program requirements must be supported.

The Administration, working closely with the Legislature, developed a comprehensive funding strategy to support both transportation program priorities. The GANs program, a cornerstone of this strategy, is an innovative financing program that leverages future federal highway funds to provide current cash for Project costs without a general obligation pledge from the Commonwealth. GANs funding reduces the funding variance, creates no adverse cost or schedule impacts, and has minimal impact to the Commonwealth's credit ratings.

The Commonwealth issued its first series of GANs, consisting of $580 million in Notes, in June 1998 at a total interest cost of 4.84 percent. The second series of $320 million in Notes was issued in November 1998 at a total interest cost of 4.69 percent. The third and final series of $600 million was issued in December 2000 bringing the total to $1.5 billion.

Massachusetts Port Authority

The Massachusetts Port Authority is statutorily obliged pursuant to the Metropolitan Highway System (MHS) legislation (Chapter 3 of the Acts of 1997 - M.G.L. Chapter 81A) to purchase not less than $200 million of assets built as part of the Project. The Project will substantially improve the vehicular access to Logan Airport as well as properties owned by MassPort in South Boston. However, for the purpose of compliance with federal regulations and obligations associated with previous debt financing, substantial financial payments must be associated with assets owned by MassPort, and in many cases must be assets that exclusively benefit airport activities.

Chapter 3 of the Acts of 1997 directed the EOAF, the State Auditor, the Division of Capital Asset Management, the Turnpike Authority, and MassPort "to undertake a joint assessment study to identify any additional segments and the value of such segments which may be acquired by MassPort in connection with an additional payment to the Commonwealth, not to exceed one hundred million dollars." The joint assessment study concluded that it was appropriate for MassPort to acquire certain segments of the Project located near Logan Airport that exclusively serve or provide enhanced access to the airport and to pay $300 million in the exchange. Such

payments are to be made pursuant to the terms of the roadway asset transfer agreement between the Turnpike Authority, MassHighway, EOAF and MassPort. The $300 million purchase of roadway assets does not include the additional $65 million in roadway transfers identified in Chapter 87 of the Acts of 2000.

In August 1998, MassPort executed an amended Memorandum of Understanding (MOU) with the Commonwealth that provides a schedule for payment of the $300 million MassPort contribution. MassPort will pay the originally legislated $200 million in installments between fiscal years 1998 and 2003 in exchange for MHS roadway assets of commensurate value. The last $100 million of roadway purchases has been scheduled for fiscal years 2004 and 2005 (see Bond Anticipation Notes discussion below for explanation of Project expenditure requirements versus receipt of MassPort revenues). At that time, MassPort will issue debt to finance the last $100 million in roadway purchases as its debt capacity will be bolstered by the revenues from the completed Logan Modernization Program.

Bond Anticipation Notes (BANs)

To meet the cash flow needs of the Project as outlined in this and previous finance plans, and in accordance with the agreed upon schedule for MassPort contributions, the Commonwealth has agreed to provide interim financing in the form of BANs. MassPort originally agreed to provide a total of $300 million to acquire MHS roadway assets – a total of $124 million in cash, and the remaining $176 million on a schedule as agreed upon with EOAF commencing in 2003. In recognition of the cash flow needs of the Project through 2001, the Executive Office of Transportation and Construction (EOTC), EOAF, and the Turnpike Authority entered into an MOU in February 1999 with respect to the $176 million BANs to be issued by the Commonwealth in anticipation of future payments from MassPort.

Massachusetts Turnpike Authority

The Turnpike Authority has contributed $1,555 million to date (including the $200 million required for the TIF) towards the financing of the Project. Additional Turnpike Authority contributions will be made in SFY 2002 and SFY 2004 and 2005 to cover additional funding needs for the Project previously identified in the October 2000 Finance plan.

The first $100 million was contributed in 1996 as mandated by Chapter 273 of the Acts of 1995 towards the acquisition of the Ted Williams Tunnel. The Turnpike Authority contributed $700 million in 1998 to the Capital Expenditure Reserve Fund of the Commonwealth to satisfy the Turnpike Authority's financial obligations mandated under Chapter 11 of the Acts of 1997.

The Feasibility Study prepared pursuant to Chapter 102 of the Acts of 1995, as amended by Chapter 273 of the Acts of 1995 suggested that the Turnpike Authority might have the capacity to contribute an additional $300 million in later years. The Turnpike Authority entered into an MOU with EOAF and EOTC in February 1999 which amended and restated an earlier MOU, providing for additional contributions to the Project during SFY1999 and SFY2000.

The payments were contingent upon the Turnpike Authority's ability to issue additional bonds resulting in net proceeds at least sufficient to make such payments on such dates and execution of a Contract for Financial Assistance with the Commonwealth. The Turnpike Authority executed a Contract for Financial Assistance with EOAF on behalf of the Commonwealth in February 1999 and subsequently, in March 1999, issued $808,975,000 in Metropolitan Highway System Revenue Bonds, 1999 Series A (Subordinated) (the "1999 Bonds") under the terms of its 1997 MHS Trust

Agreement. The 1999 Bonds were issued to pay the Commonwealth all of the amounts stipulated in the MOU ($555 million) on the schedule described therein to pay Project costs. As stipulated in the MOU, the Commonwealth agreed to provide $45 million in pay-as-you-go financing for the Project in return for the Turnpike Authority's contribution of $355 million in April 1999 instead of $400 million in 2002.

The Turnpike Authority transferred $355 million on April 15, 1999 to the Capital Expenditure Reserve Fund and also funded $4 million into an escrow account on behalf of MassHighway (representing the Commonwealth) and the Project as part of a settlement agreement between MassHighway and an abutter.[15] The balance of the $100 million due in SFY1999 ($96 million) was transferred to the Commonwealth's Capital Expenditure Reserve Fund on June 30, 1999.The remaining Turnpike Authority contribution of $100 million (stipulated under the MOU executed in February 1999) was paid on June 30, 2000. In addition, the Turnpike Authority transferred $200 million (as required under Chapter 87 of the Acts of 2000) to the TIF on September 1, 2000.

Turnpike Authority Additional Contribution

Previously, the Project categorized the land taking and construction of the Parcel 7 Garage[16] and a portion of the Surface Restoration as a non-CA/T Project cost because it was to be funded directly by the Turnpike Authority. This assumption has been changed making the Parcel 7 Garage and Surface Restoration a Project cost with additional Turnpike Authority funds identified (in addition to those discussed previously) to pay for this scope of work. The total cost for these scope elements is $53 million.

Allston Landing Real Estate Sale

On May 16, 2000, the Turnpike Authority released an "Invitation to Bid" (IFB) relating to the disposition of certain property (approximately 48 acres) known as the "Allston Landing Parcels". Two bids were received for the property and on July 12, 2000, the Turnpike Authority's Board voted to accept the bid from Harvard University in the amount of $151,751,636. On July 14, 2000 the Turnpike Authority executed Land Disposition Agreement with Harvard to formally transfer the property in exchange for $151.8 million. The proceeds from the disposition have been deposited into a reserve within the MHS to be used (along with projected interest earnings of approximately $33 for a total of $184.9 million) for the Project and other MHS contingencies as needed.

Planned Sale of Real Estate

The April Cost/Schedule Status Report, as well as the October 2000 Finance Plan, discussed the potential for additional real estate proceeds becoming available to fund Project costs. The April report, for example, stated "As these real estate and air rights development plans mature and the potential revenues derived from them become less speculative, they may represent an additional revenue stream for the Project.

As part of this Finance Plan, the Project is including $68 million in real estate asset value to be derived from the planned sale or lease of two real estate parcels by the Turnpike Authority, parcels

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[15] Section 2 of the MOU permits the Turnpike Authority to make the payments by transferring funds directly to the Commonwealth's Capital Expenditure Reserve Fund or by directly paying on behalf of the Commonwealth amounts owed to third parties in connection with any portion of the Project.

[16] The Parcel 7 Garage cost of $38 million was originally paid with Project funds. The Turnpike Authority will contribute an additional $38 million to the Project to be used on future costs in recognition of the prior Parcel 7 Garage costs paid for with prior Project funds.

26b and 27a located south of Kneeland Street in Boston. The $68 million asset value of parcels 26b and 27a included in this Finance Plan is less than the value of these parcels as determined by an independent appraisal prepared on behalf of the Turnpike Authority. Appendix E provides a discussion relative to the planned sale or lease of the parcels, as well as additional information regarding the value of these parcels.

Transportation Infrastructure Fund

Chapter 87 of the Acts of 2000, "An Act Providing Additional Funding for the Central Artery/Ted Williams Tunnel Project and the Statewide Road and Bridge Program" (Additional Funding Act) was passed by the Legislature on May 16, 2000 and signed by the Governor on May 17. The Additional Funding Act provided state funding to meet additional costs associated with the Project and to supplement funding available (a total of $500 million) for the Statewide Road and Bridge Program. A separate fund has been created within the Commonwealth known as the Central Artery and Statewide Road and Bridge Transportation Infrastructure Fund. The proceeds from the additional funding sources will be deposited directly into the TIF. A Technical Corrections Bill (Chapter 125 of the Acts of 2000) provides significant financial flexibility to the Commonwealth by clarifying that any license and registration fees not needed to support debt service payments will be available for the Project.

The fund relies on a variety of revenue sources to fund Project costs, including:

- A $200 million contribution from the Turnpike Authority that was received on September 1, 2000
- A $65.1 million contribution from the Massachusetts Port Authority that was received on January 29, 2001
- General Obligation Bonds funded by license and registration fees. A total of $1 billion in Commonwealth General Obligation Bonds ($675 million in variable rate debt and $325 million in fixed rate debt) were issued in November and December 2000.
- Excess license and registration fees, including a total of $67 million deposited to the TIF on account of SFY2001
- Commonwealth Debt Service Savings achieved through the defeasance of Commonwealth debt. In August, September and December of 2000 three separate defeasance transactions produced savings of $659.2 million.
- Interest Earnings on the balances produced above. Because of the above transactions, The TIF Fund has a current balance well in excess of $1 billion. The interest earnings produce significant revenue that inure to the benefit of the Project.

As reported in the April Six-Month Variance Report to FHWA, the TIF is exceeding projections. There are three basic variables that impact overall TIF performance: registry fees, the rate of spending (cash flow) and interest rates. The Registry of Motor Vehicle ("Registry fees") fees are exceeding projections over the estimate in the October 2000 Finance Plan. In addition, the cash flow needs of TIF funds have significantly lagged behind earlier projections (by more than $400 million in SFY2001). This cash flow lag is largely driven by the schedule delay on I-90 reported in this finance plan. Interest rates, which affect both interest earnings and the cost of $675 million in variable rate debt in the TIF, have fallen significantly since last year's plan. The drop in interest rates has been more than offset by slower than expected cash flow needs and stronger than projected

Registry fees. As a result, within the current program, the TIF can be expected to produce additional revenue.

The stronger than projected Registry fees, along with lower than expected interest rates, also provide the opportunity to leverage additional borrowing to support Project costs. The $1.35 billion in borrowing authorized in the TIF legislation was based on a projection of $100 million annually in Registry fees. As discussed above, the fees have in fact exceeded expectations and will provide in excess of $105 million in annual revenue. While this revenue will go directly into funding Project costs during construction, it can, with additional legislation, also support additional debt capacity. Based on this stronger than projected revenue, and the ability to finance additional debt, an additional $175 million can be expected from the TIF. Please see Appendix C for details on the additional cash and borrowing capacity of the TIF.

Project Funding Summary

Please see Appendix B for a detailed summary of Project funding and revenue contingency measures.

6. Cash Flow

Revenues and Expenditures

Exhibit 6a details both the sources and uses of funding for the Project.

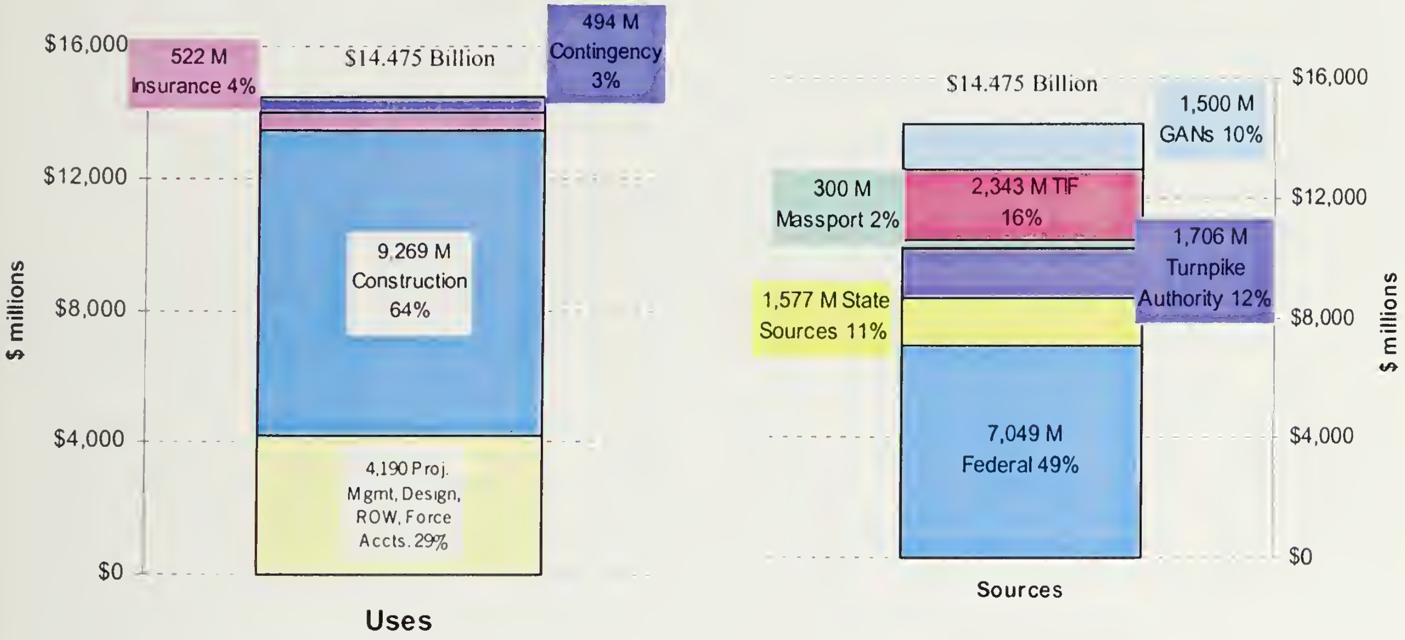

Exhibit 6a: Summary of Sources and Uses

Exhibit 6b shows the actual and anticipated cumulative annual revenues, compared to required expenditures. The funding obtained through cash contributions and bond proceeds are actually received and deposited earlier than Exhibit 6b illustrates. However, these funds will be invested for interest earnings until they are withdrawn to support Project expenditures, at which time they will be "available" for expenditure. In summary, sufficient revenues are expected to be available for use as needed to cover anticipated Project expenditures through Project completion.

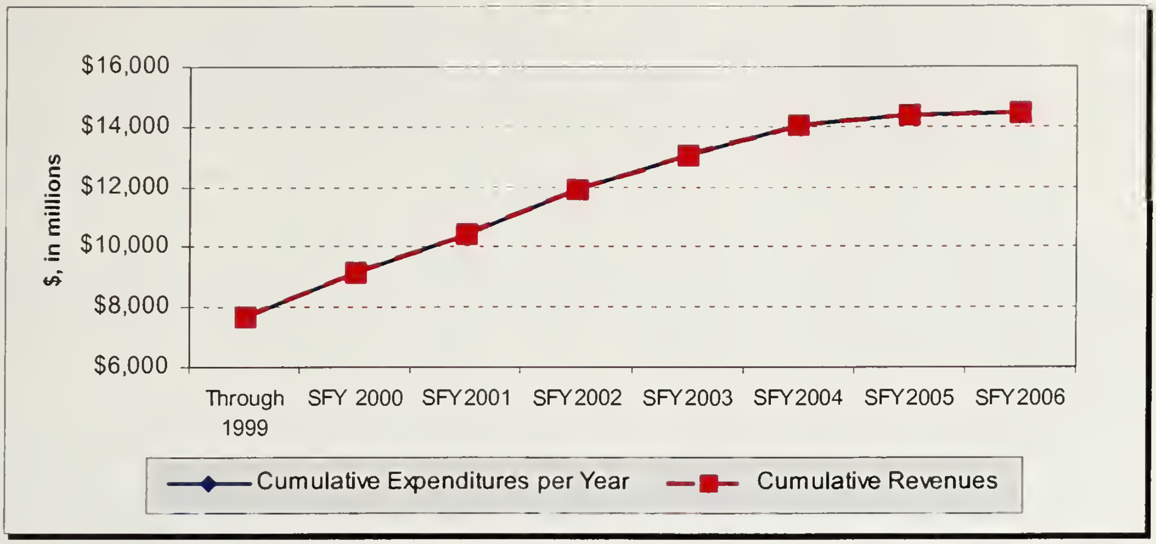

Exhibit 6b: Cumulative Revenues vs. Cumulative Expenditures by Year (needs updating)

Exhibits 6c and 6d identify the Project cash flow by element and funding source.

Element	Cumulative thru SFY00	SFY 2001	SFY 2002	SFY 2003	SFY 2004	SFY 2005	SFY 2006	Current Estimate
Construction	5,364.3	1,076.3	1,202.9	779.5	700.2	145.2	-	9,269
Force Accounts	385.4	64.2	53.8	57.5	38.9	8.2	-	608
ROW Settlements	537.8	12.7	15.4	6.5	2.1	1.1	-	576
Design	858.4	45.2	62.9	36.0	23.6	4.2	-	1,030
Project Management	1,448.6	129.5	129.9	114.1	91.9	50.9	11.7	1,977
Insurance Premiums	527.7	(24.4)	7.0	5.0	3.5	3.0	-	522
Contingency	-	-	-	123.5	12.3.5	123.5	123.5	494
TOTAL	**9,122.2**	**1,303.3**	**1,472.0**	**1,122.3**	**983.9**	**336.1**	**135.3**	**14,475**

totals may be off due to rounding **Exhibit 6c: Cash Flow by Project Element ($, millions)**

Source	Cumulative thru SFY00	SFY 2001	SFY 2002	SFY 2003	SFY 2004	SFY 2005	SFY 2006	Total Revenues
Federal	5,565.6	391.7	435.9	266.7	236.6	152.5	0.0	7,049
State Bond	932.6	230.5	150.0	105.0	86.0	73.2	0.0	1,577
Turnpike Authority	1,289.3	85.7	63.0	0.0	72.2	110.3	85.3	1,706
MassPort	220.4	39.5	11.2	10.7	18.1	0.0	0.0	300
GANs	1,114.3	339.3	46.4	0.0	0.0	0.0	0.0	1,500
Transportation Infrastructure Fund	-	216.6	765.4	739.8	571.0	0.0	50.0	2,343
TOTAL	**9,122.2**	**1,303.3**	**1,472.0**	**1,122.3**	**983.9**	**336.1**	**135.3**	**14,475**

totals may be off due to rounding **Exhibit 6d: Cash Flow by Funding Source ($, millions)**

Contingency Funds

The Turnpike Authority has identified two major funding sources that could be utilized as a contingency if there is growth in the current Project cost estimate. Each source is described below.

Potential Revenue from Insurance Trust Withdrawals

As discussed in section 3, the Turnpike Authority withdrew $50 million from the OCIP Trust in SFY 2001. Each year, the Turnpike Authority will conduct a review of the insurance program including appropriate OCIP Trust levels (the 2001 review is scheduled to be completed in October 2001). These annual reviews may indicate further withdrawals could be made from the Trust. Concurrently, the Project will review anticipated expenditures and overall funding needs to determine how any future withdrawals would be allocated.

Real Estate Air Rights and Other Right of Way Benefits

The Turnpike Authority is actively working to develop its real estate assets to increase its reserves. The Turnpike Authority may continue to realize substantial non-toll revenues from this effort as demonstrated with the recent sale of its Allston Landing property and long-term lease of Central Artery North Area (CANA) real estate parcels. Any revenues realized from the development of the Turnpike Authority's real estate assets could be used to either reimburse the Commonwealth for the resources it devotes to the Project or to pay for additional Project costs if the revenues are realized prior to Project completion.

The Turnpike Authority has prepared a preliminary assessment of the potential value of the real estate parcels in the Central Artery Corridor. See Appendix E. Most of these parcels will be created after the removal of the surface artery structure and will be available for development after completion of the project in 2005. The Turnpike Authority plans to market these properties and enter into development agreements as soon as possible, so that development revenues can be realized as soon as the surface highway is removed and the parcels turned over to developers. The preliminary assessment of value does not include any open space parcels to be created upon

completion of the project, as the Turnpike Authority maintains its longstanding commitment to the creation of these open space parcels. The Turnpike Authority estimates that the sale or lease of real estate to be created on the surface of the underground central artery could result in an additional $117 million in revenues. This $117 million includes $32 million for the sale or lease of Parcels 26b and 27a, which is in addition to the $68 million included in the Finance Plan.

The Turnpike Authority will also issue a request for proposals in the next six months for the installation of wireless communication facilities in the new tunnels. We estimate that the lease of the tunnels for wireless could result in $1.5 million or more annually when the tunnels are open for traffic, based on current pricing for existing wireless tunnel installations.

The Turnpike Authority has also evaluated its other significant Metropolitan Highway System real estate assets, which are primarily potential air rights development parcels over the existing turnpike extension in Boston. The Turnpike Authority will actively pursue development of these real estate assets, but cannot value these properties at this time due to the significant risk factors associated with the development of these assets.

7. Other Factors

Statewide Road and Bridge Program

Commitment to the Statewide Road and Bridge Local Aid Programs

Since 1991, the Commonwealth of Massachusetts has identified improvements to transportation infrastructure as a top priority. The Administration has and continues to demonstrate its commitment to a balanced statewide infrastructure investment consistent with the spirit and intent of federal regulations. Spending, independent of the Central Artery/Tunnel Project, has steadily increased over the past decade to the point where the Commonwealth now dedicates nearly $700 million per year to road and bridge projects. Exhibit 6a illustrates the increased spending levels over the past five and ten year periods.

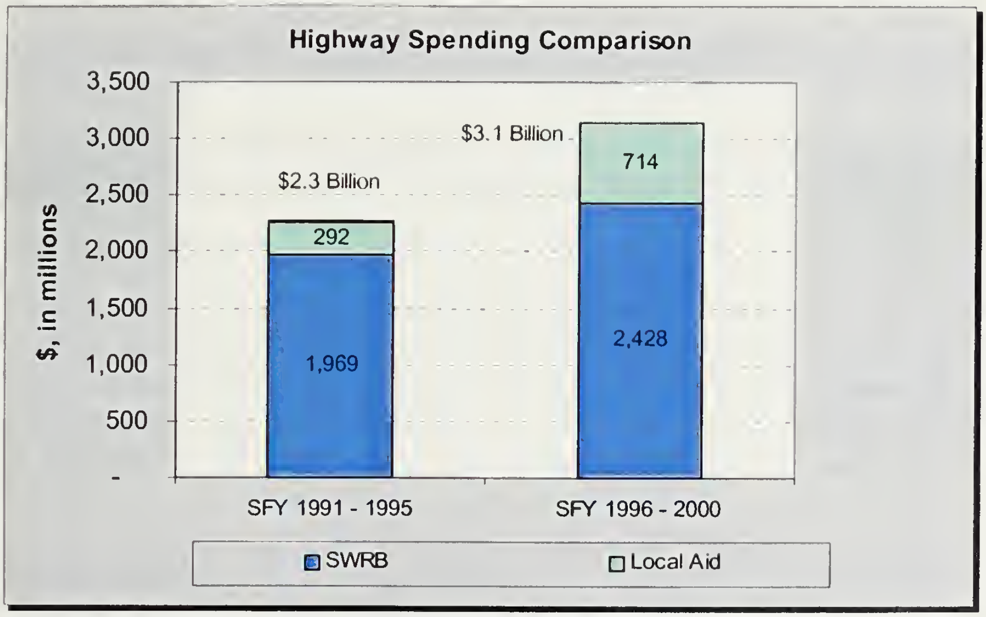

Exhibit 6a: Highway Spending Comparison ($, millions)

The Commonwealth's program is geared to address safety, traffic and environmental issues as well as promote economic development. The investment levels have resulted in safer, better-maintained bridges and highways throughout the state. For the last eight years Massachusetts has led the nation with the lowest fatality crash rate. The capital outlay has resulted in the following achievements since 1991:

- Structurally deficient bridges[17] have been reduced by 31 percent[18] from 864 to 595.

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[17] The structure has significant deterioration that potentially reduces load carrying capacity. This reduction does not necessarily correlate to a posted bridge or an unsafe condition. This designation means that an evaluation in the field determined a measurable loss of section compared to the original condition of the structure.

[18] The 595 bridges are out of 4,431 MassHighway and City/Town owned bridges, based upon the April 2001 report to FHWA. City/Town owned bridges are included because MassHighway inspects these bridges and rehabilitates or

- Through January 2001, 1,477 out of 4,436 (33.3%) of the bridges managed by MHD have been reconstructed, significantly renovated, or repaired.
- Roadway pavement conditions have improved. From 1991 to 2000 the pavement condition of the state maintained highway system classified as either "good" or "excellent" has increased from 54% to 76%. In that same time frame, the percentage of the system classified as "poor" has decreased from 24% to only 5%.
- Through July 2000, nearly 6,000 lane miles of state highway have been resurfaced, totaling 68% of the entire system.
- Through January 2001, 56 of the top 100 hazardous locations identified in 1993 have been addressed.
- More than $1 billion in Chapter 90 program funds have been authorized for city and town road improvements.
- More than 115 Public Works Economic Development grants have been awarded for a total of $100 million.
- More than $5 billion has been spent on improving the Commonwealth's roads and bridges through the Statewide Road and Bridge and Local Aid programs.

Balanced Statewide Program

On June 14, 2000, EOTC, MassHighway, and the Massachusetts Association of Regional Planning Agencies (MARPA) signed an "Agreement in Principle" with the Memorandum of Understanding (MOU) defining a balanced statewide program. The MOU has since been endorsed by a majority of the state's Metropolitan Planning Organizations (MPO's). The Agreement resulted from negotiations of a task force of the above parties as well as FHWA and the Construction Industries of Massachusetts (CIM).

MassHighway is committed to maintaining a Statewide Road and Bridge Program, exclusive of the Central Artery/Tunnel Project, with a minimum annual expenditure through SFY 2005 of $400 million for construction activities and specific transportation projects. The Agreement recognizes that the commitment will be in existence beyond TEA-21 and the uncertainty of the Commonwealth's share of future federal funds impacts the minimum requirements.

MassHighway met and exceeded the $400 million requirement for SFY01.

The Agreement identifies expenditures of certain components of the Statewide Road and Bridge Program that will be measured on an annual basis to determine that the Statewide Program is balanced and in accord with the Agreement and federal requirements. The expenditure of funds on these components will be monitored for the following activities:

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replaces them using federal bridge funds. Other agencies own an additional 566 bridges, of which 63 are structurally deficient. MassHighway does not rehabilitate or replace these bridges and they are not included in the report on the condition of the Commonwealth's bridges.

Construction Activities:

- Construction or reconstruction of roads and bridges
- Construction contract legal settlements
- Construction of enhancement projects
- Construction of MassHighway-funded projects by cities or town (by agreement)
- ROW acquisitions and relocations required for MassHighway-funded construction projects
- Direct environmental mitigation related to transportation projects including remediation and site cleanup

Transportation Project Activities programmed in Transportation Improvement Programs:

- Congestion Mitigation and Air Quality (CMAQ) projects recommended by the CMAQ Consultation Committee
- Transportation Demand Management programs
- Federal aid programming by the MPO to support environmental documents related transportation projects
- Transportation Enhancements and Federal Transit Administration transfers

MHD files quarterly reports summarizing progress under the MOU. These reports document a balanced blend of projects, including reconstruction of roads and bridges and projects targeted at mitigating congestion.

To assure continuing compliance with the MOU, EOTC and MHD have established a monitoring system to track active MHD construction projects expected to contribute to the $400 million spending program. To assure prompt issuance of advertised projects, MHD has also adopted a performance standard establishing 120 days as the target time between Advertisement and Notice to Proceed. As of August 1, 2001, MHD had 425 active construction projects and had advertised about 50 additional construction projects for which Notices to Proceed are expected during the first quarter of SFY02.

Innovative Financing

Chapter 53 legislation specifically authorized the use of design-build-finance contracting rather than the traditional design-bid-build procurement process in order to accelerate design and construction of the Route 3 North Transportation Improvements Project.

After an extensive review process, a selection committee recommended, and the Secretary of EOTC concurred with, the selection of a team led by *Modern Continental Construction Co., Inc* as the developer whose proposal provided the overall best value to the Commonwealth.

Finance closing and a notice to proceed were issued on August 17, 2000 with a total design/build cost of approximately $385 million. The Project will take 3.5 years to complete, as compared to an estimated 9.5 years under the traditional design-bid-build procurement process. Construction will start in 2001; this work is in addition to the $400 million commitment under the statewide road and bridge program. Major project benefits to this 21-mile congested highway are as follows:

- Construction of 41 new bridges
- Construction of an additional travel lane in each direction
- Improvements to 13 interchanges
- New signalization, signage and construction period maintenance
- Introduction of Intelligent Transportation System components along the corridor

Project Agreement

On June 22, 2000 FHWA, the Turnpike Authority, EOTC, and MassHighway entered into the Central Artery/Ted Williams Tunnel Project Partnership Agreement (the Agreement). The Agreement caps the Project's total federal aid funding at $8,549 million including GANs repayment. The agreement also outlines several new guidelines that the Project, Turnpike Authority, MassHighway, and the EOTC must adhere to. Some of these include requiring the Project to perform a bottom-to-top assessment once a year prior to Finance Plan submittal and requiring the EOTC and MassHighway to certify that each Finance Plan is consistent with the balanced statewide program approved in the STIP.

Cost and Schedule Containment

The Project continues to stress the application of cost and schedule containment initiatives. Over the years many scope specific cost and schedule containment ideas have been implemented by the project, the results of which are included in the contemporaneous estimates including the current CSU 8 estimate. Recent increases to the total Project cost notwithstanding, these initiatives have contributed in large part to keeping the Project cost from rising further.

A number of cost and containment programs have been implemented and continue to provide cost and schedule improvements as the Project moves toward completion. These programs include the Cost Containment, Schedule Containment, Early Identification, Project Trend, Claims Avoidance, Construction Lessons Learned, Partnering and Alternative Disputes Resolution programs.

The Cost and Schedule Containment programs facilitate cost and schedule reduction ideas through various channels including a formal employee suggestion program, day to day work activities of Project staff, and monthly management review meetings. These ideas are analyzed for technical, commercial, and political feasibility and then implemented if appropriate. Savings to date have been substantial. Since the base Project estimate, the cost containment program has resulted in tens of millions of dollars in cost reduction including the recently adopted use of "geofoam" and revisions to the Dewey Square Tunnel Roof Extension which combined have saved approximately $15 million. Looking ahead, opportunities for cost containment are decreasing since design is near completion. Schedule containment opportunities continue to be fostered and will continue to provide significant benefits up to completion of the major roadway milestones.

The Early Identification and Project Trend instruments are meant to identify potential and real cost and schedule changes on the Project. The Early Identification program identifies items while they are still in the conceptual stage. The Trend program captures actual and pending scope and schedule changes on a monthly basis. These programs allow management to focus on current and developing cost and schedule issues, and provide lead-time for the Project to mitigate and contain the impacts.

The Claims Avoidance program is designed to mitigate construction changes, claims, and disputes that often arise with subterranean construction and with multiple prime contractors operating on a fast track schedule in close proximity to each other. The program seeks to identify design ambiguities and inconsistencies prior to bid, eliminate obvious areas of potential claims and disputes, and recommend corrective measures to prevent or mitigate exposures. The program reviews design status, construction staging, contract documents, plans and specifications, unit cost pricing structure, and current schedule needs. This program continually incorporates applicable Lessons Learned items and experiences gained from other contracts as the overall Project progresses.

The Partnering and Alternative Disputes Resolution (ADR) programs were implemented to provide the most productive and non-disruptive environment possible for the various participants in the Project. All parties involved in the design, construction, and management of the Project are involved in the Partnering program and are encouraged to interact in a mutually respectful manner and work as a team to achieve the goals of the Project. This program has been extremely successful in reducing the often-adversarial relationships that develop on construction projects, and in keeping the Project moving while disputes are settled. The ADR program has been invaluable in settling contract disputes without proceeding to litigation, which is both expensive and time consuming.

Value Engineering and Value Engineering Change Proposal Programs

The Value Engineering (VE) and Value Engineering Change Proposal (VECP) programs reduce project costs through design and constructability reviews by engineers, consultants and contractors. These reviews typically identify new or different ways of designing and constructing scope items that lead to cost and often schedule savings. The VECP program solicits value-engineering proposals from contractors and if implemented, the contractor and Project share the cost savings evenly. The section design consultant VE program solicits value-engineering proposals from design consultants for inclusion in the final design. The Project's internal Preliminary Design VE program was extremely successful, avoiding over $480 million in Project costs. This initial VE effort accounts for the majority of the cost benefit realized through Value engineering.

The SDC VE program, the first in the nation VE program for a designer on a federal aid project, has received over $27 million in proposed improvements. Currently, proposals for $3 million worth of changes are under consideration. The program has had limited success on the Project because it was not approved for implementation until late in the Project's design process.

The VECP program with the construction contractors has been successful, saving the Project $19.8 million to date with an expected additional savings of $3.8 million for ongoing VECPs and others currently in the proposal stage. To date the Project has received 169 VECPs from the contractors and has accepted 102 for implementation, the remaining 67 were either rejected or withdrawn by the contractors for various technical and commercial reasons. The largest individual proposals have come from the C09A4 contractor working on the I-90/I-93 Interchange. The first VECP, substituting ground freezing for other types of in situ soil stabilization techniques prior to tunnel jacking (see Sections 2 and 4) and for changes to the jacking system, was valued at $3 million ($1.5 million savings for the Project). The second, with an estimated savings to the Project of $1.7 million, is for the substitution of top down tunnel construction (using slurry walls for support of excavation and permanent tunnel walls) for the more conventional cut-and-cover tunnel construction that would have required large amounts of soil stabilization.

8. Cost and Revenue History

The Project's beginnings date back approximately 18 years to 1982 when the original environmental impact statement was under development. The Project cost estimate and scope definition has changed drastically from that time. Below is a brief synopsis of the Project's scope and cost history:

History of Project Scope and Cost Since Inception

- *August 1985:* Original Environmental Impact Statement; very conceptual design, without Massachusetts Avenue Interchange, minimal work past Logan Airport in East Boston and north of the Charles River.

  Cost: $2.564 billion (in 1982 dollars)

- *1987 Interstate Cost Estimate (ICE):* Added $46 million for South Boston Haul Road, Right of Way acquisitions, and other miscellaneous increases. Additional $611 million increase for escalation from 1982 to 1985 dollars.

  Cost: $3.175 billion (in 1985 dollars)

- *1989 ICE:* Added $799 million for High Occupancy Vehicle lane, Right of Way acquisitions, I-90 tunnel covers, Route 1A Interchange in East Boston and changes in AASHTO standards. Additional $462 million in escalation from 1985 to 1987 dollars.

  Cost: $4.436 billion (in 1987 dollars)

- *1991 ICE:* Added $299 million for Dewey Square Tunnel, East Boston Tunnel Covers, landscaping, railroad relocation, and material disposal program. Additional $458 million due to escalation from 1987 dollars to 1989 dollars.

  Cost: $5.193 billion (1989 dollars)

- *1991 Adjusted Project Forecast (APF):* Added $255 million for the West Virginia Fire Tunnel Test, project utilities, change in steel and underpinning designs, and miscellaneous other items. Additional $332 million due to escalation from 1989 dollars to 1991 dollars.

  Cost: $5.780 billion (in 1991 dollars)

- *1992 APF:* Added $354 million for projectwide insurance, Right of Way acquisitions, and miscellaneous other items. Additional $309 million for escalation from 1991 to 1992 dollars.

  Cost: $6.443 billion (in 1992 dollars)

- *1992 APF (w/New Charles River Crossing):* Added $983 million for Area North of Causeway, which included $324 million in escalation from 1992 for scope elements related to the new Charles River Crossing. Additional $210 million for program management and insurance and $104 million for escalation from 1992 to 1993 dollars.

  Cost: $7.740 billion (in 1993 dollars)

- *March 1995 Cost and Schedule Update 6 (CSU6):* Added $258 for detailed assumptions of all project cost centers. Excluded to-go inflation, scope to be funded by others, and pre-ICE costs.

  Cost: $7.998 billion (in 1994 dollars)

- *1995/6 Finance Plan:* Primary difference from previous $7.998 billion was including $1.153 billion inflation for remainder of the Project, $255 million pre-ICE costs, $984 million "exclusions"/third party contributions.

  Cost: $10.4 billion (dollars in year costs incurred, including inflation, plus insurance credit)

- *1996 Finance Plan Update:*

  Cost: $10.4 billion (dollars in year costs incurred, including inflation, plus insurance credit)

- *1997 Finance Plan Update:* Added $400 million due to bid results, noise mitigation, dust mitigation, traffic mitigation, and deletion of future air rights credit.

  Cost: $10.8 billion (dollars in year costs incurred, including inflation, plus insurance credit)
  $11.6 billion (funding needs without insurance credit)

- *1998 Finance Plan Update:*

  Cost: $10.8 billion (dollars in year costs incurred, including inflation, plus insurance credit)
  $11.7 billion (funding needs without insurance credit)

- *1999 Finance Plan Update:*

  Cost: $10.8 billion (dollars in year costs incurred, including inflation, plus insurance credit)
  $11.7 billion (funding needs without insurance credit)

- *March 2000 Finance Plan Update:*

Design Development	$321 million	Construction Changes	$302 million
Maintain Constr Schedule	$292 million	Force Account Work	$90 million
Design During Construction	$60 million	Right of Way	$72 million
Project Mgmt. through 2004	$260 million		

  Cost: $12.2 billion (dollars in year costs incurred, including inflation, plus insurance credit)
  $13.1 billion (funding needs without insurance credit)

- *June 2000 Finance Plan Update:*

Awarded Contracts	$140 million	Design During Constr.	$28 million
Unawarded Contracts	$203 million	ROW Settlements	$16 million
Force Account Work	$17 million		
Project Management	$39 million		

  Cost: $13.5 billion (dollars in year costs incurred, insurance credit withdrawn)

- *October 2000, CSU7:*

Awarded Construction	$132 million	Force Account Work	$28 million
Unawarded Construction	$71 million	Design During Constr.	$270 million
ROW Settlements	$(23) million	Project Management	$73 million
Insurance	$(3) million	Contingency	$258 million

  Cost: $14,075 million (dollars in year costs incurred)

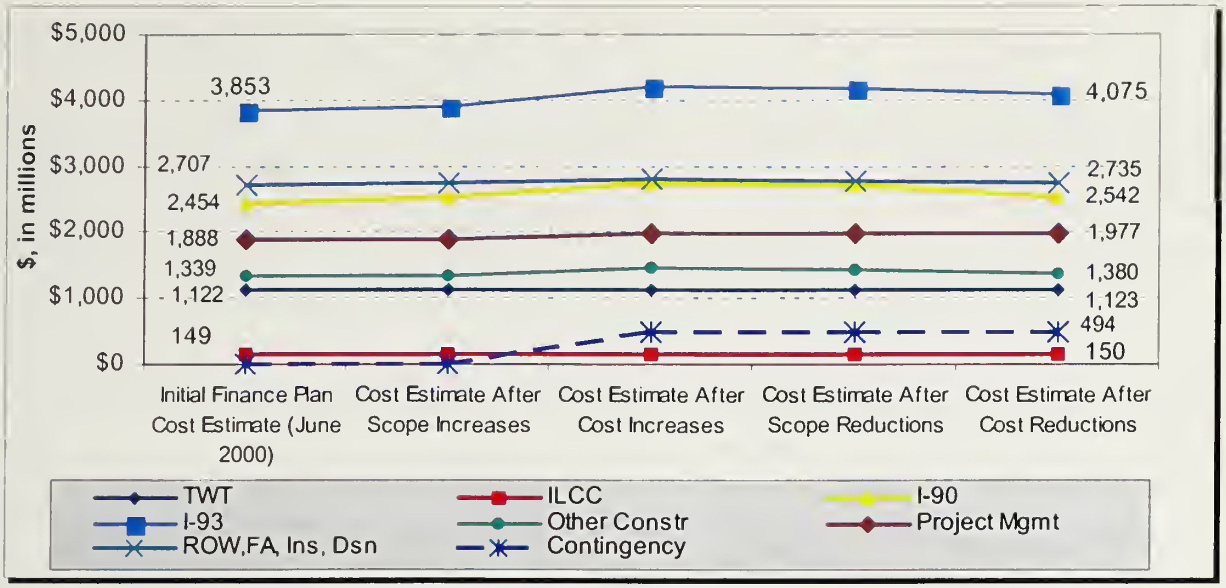
- *October 2001, CSU8:*

Awarded Construction	$118 million	Force Account Work	$12 million
Unawarded Construction	$32 million	Design During Constr.	$35 million
ROW Settlements	$4 million	Project Management	$15 million
Insurance	$(50) million	Contingency	$236 million

Cost: $14,475 million (dollars in year costs incurred)

Summary of Cost Increases and Decreases from Base Year (June 2000) Finance Plan

As illustrated in Exhibit 8a, nearly forty percent of the cost increases since the base year (June 2000) Finance Plan have occurred in construction, and over half are due to the addition of a contingency budget to the Project cost. The majority of the construction cost increases have occurred due to increased contractor costs from schedule extension and actual or projected increases to the contract value from claims submitted by contractors for various reasons, including differing site conditions and quantity overruns. The increased project management costs are primarily for extended staffing to cover schedule extensions, the inclusion of MassHighway audit costs, and project administrative closeout.



Segment	Base Estimate (June 2000)	Scope Increases	Cost Increases	Scope Reductions	Cost Reductions	Current Estimate
TWT	1,122,327		400		(200)	1,122,543
ILCC	149,230	800	1,300		(1,800)	149,532
I-90	2,453,586	84,600	212,400	(46,700)	(162,000)	2,541,975
I-93	3,852,836	45,300	311,400	(27,100)	(107,700)	4,074,681
Other Construction	1,338,899	16,700	37,500	(9,800)	(60,300)	1,379,871
Project Mgmt	1,888,390	15,000	73,400	-	-	1,976,800
ROW, Design, Force Accts, Insurance	2,706,939	34,700,	66,600	(43,400)	(29,500)	2,735,400
Contingency	0	-	494,000	-	-	494,000
TOTAL	13,512,207	197,100	1,260,400	(132,100)	(362,800)	14,475,000

totals may be off due to rounding

Exhibit 8a: Net Affects of Scope and Cost Changes (Thousands)

9. Cost Trends

As previously mentioned, the Project will perform an annual comprehensive assessment of costs and the schedule and provide the results of these assessments in the annual finance plans. These assessments capture the cost implications of all scope, pricing, contract, labor, schedule and miscellaneous economic trends evident at the time of the assessments. Section 3 discusses the cost bases and assumptions, including cost trends underlying the current estimate.

Assuming a reasonable TEA-21 successor, virtually all (approximately 98%) revenues and funding sources used for the Project are currently specified in existing federal and/or state legislation. Those sources, which require additional action, are specified in this Finance Plan. As such, any current economic trends do not impact the amounts available to the Project from these funding sources. Sections 5 and 6 of this plan discuss in detail the current funding sources and any pending contingency funding sources.

As discussed in Section 7 of this plan, the Project and FHWA recently signed a formal project agreement that plans a federal funding ceiling of $8,549 million for the Project. This sets a firm federal funding commitment for the Project and removes uncertainty about future federal funding availability to the Project due to underlying economic and political trends.

Fuel Price Exposure

Based on a review of typical construction contracts, the Project determined that equipment costs represent approximately 7.5 percent of the total Project cost. This determination was made by using the Blue Book Rental Rate which has two major components of equipment cost: ownership cost and operating cost. Based on typical Project contracts, the split between ownership and operating costs is 55 percent / 45 percent. Of the two, only the operating cost is affected by any rise in fuel costs. However, the operating cost is made up of five additional components to fuel costs: Field Repair - Labor, Field Repair - Parts, Lubrication-Oil, Grease, Filters & Lube truck, Tires, and Ground Engaging Components - pads, drums, cutting edges. The Fuel and Lube components make-up approximately 40 percent of the operating cost.

The fuel costs for a typical contract equate to approximately 1.35 percent of the total construction contract cost. For the remaining unawarded work this equates to approximately $5 million for fuel escalation. Therefore, a 25 percent escalation increase over the next two years to the current fuel prices would equate to only a $1 million increase to the Project cost. This risk only applies to unawarded construction contracts at the time of bid. Awarded contracts on the Project have no provision for cost adjustments due to increased fuel prices.

10. Revenue Shortfall Mitigation

This finance plan identifies funding sources and amounts for the total Project cost. In the event that Project costs exceed the current estimate, contingency funding sources have also been identified and are discussed in Section 6.

11. Significant Cost Reductions

Exhibits 11a and 11b list cost and scope reductions in excess of $10 million. These reductions to the base estimate (June 2000) are combined with all other cost and scope reductions and shown graphically in section 8 in exhibit 8a.

Change	Base Estimate (June 2000)	Current Estimate	Reduction	Explanation
Right of Way Forecast Revisions	$594.8	$575.5	($19.3)	Settlements lower than base estimate.
Insurance	$575	$522	($53)	Actual workman's compensation and general liability claims and settlements lower than expected.
Total Cost Reductions			($72.3)	

Exhibit 11a: Significant Cost Reductions ($, millions)

Change	Base Estimate (June 2000)	Current Estimate	Reduction	Explanation
Total Scope/Design Changes Resulting in Reduced Cost	-	-	$0	No significant individual scope changes resulting in reduced costs since the base year (June 2000) finance plan.

Exhibit 11b: Scope Reductions/Design Changes that Result in Decreased Cost ($, millions)

12. Significant Cost Increases

Exhibits 12a and 12b list cost and scope increases in excess of $10 million. These increases to the base estimate (June 2000) are combined with all other cost and scope increases and shown graphically in section 8 in exhibit 8a.

Change	Base Estimate (June 2000)	Current Estimate	Increase	Explanation
I-90/I-93 Schedule Extension	$0	$160	$160	Increased management and construction costs on active contracts for 9-month extensions to I-90 and 4 month extension to I-93 milestones.
Railroad Force Accounts	$230	$250	$20	Misc. construction support work orders, inclusion of central MBTA / CA/T coord. office, water shuttle mitigation costs, future allowance.
Extension of Project Mgmt staff thru 2005	$0	$24	$24	One year extension of staff for administrative closeout.
Increased Project Mgmt staffing levels through 2004	$0	$21	$21	Increased scope of service requirements and extended staffing through 2004.
PCA revisions on C17A6 and C09C2 (Unawarded Construction)	$85	$106	$21	Increased budgeted PCA % on C17A6, C09C2, and C09C4 based on similar contracts and current contract estimate.
Pre-bid design allowance for unawarded construction	$0	$25	$25	Allowance for design development changes during the bid period.
Project Contingency	$0	$494	$494	Contingency budget was added to the Project cost estimate to account for potential future unknown cost or scope increases primarily related to schedule and adverse claims settlements.
Increases to Awarded Construction CSU7 to CSU8	$939	$971	$32	Reflects refined pricing based on latest design information and schedule support

				requirements.
Construction Phase Services Design Support	$243	$274	$32	Reflects Project's historical experience of between 2.5 to 3.0 percent of the constructed value.
Total Cost Increases	$1,497	$2,325	$828	

Exhibit 12a: Significant Cost Increases ($, millions)

Change	Base Estimate (June 2000)	Current Estimate	Increase	Explanation
Total Scope Increases/Design Changes	$0	$0	$0	No significant scope changes resulting in increased costs since the base year (June 2000) finance plan.

Exhibit 12b: Scope Increases / Design Changes ($, millions)

Appendix A: CSU8 Estimate Methodology and Summary

CSU8 Estimate Development Methodology

Construction Contracts

Active

- The Resident Engineer developed a detailed Forecast at Completion for each active contract. This detailed forecast included a thorough review and quantification of potential changes above Bid Value and Executed Contract Modifications related to:

    1) Changes to Current Contract Quantities for Unit Price Pay Items
    2) Police Detail Requirements
    3) Pending Contract Issues
        (Includes design updates, schedule initiatives, scope transfers not yet in a contract modification)
    4) Pending Contractor Claims
        (Includes issues claimed by the contractor to be changed conditions against the current contract such as differing site conditions and schedule changes)
    5) Future Allowance
        (An assessment of cost risk on to-go contract work due to not yet identified events and changes that will impact the contract forecast at completion)

Substantially Complete

- Assessed outstanding issues and contractor claims.

- Future Allowance was set to zero.

- Unit priced pay items were reviewed to reflect final quantities.

Unawarded

- The majority of unawarded contracts have been completed through detail design. Detail estimates reflecting this level of design were used as the base estimate for CSU8. Escalation has been included at 2.35% per annum.

- Known design changes to the base estimate were incorporated in the total estimate for each contract.

CSU8 Estimate Development Methodology

- A Pre-Bid design evaluation contingency was included to allow for further changes that may arise during preparation of the actual bid documents and bid addenda.

- An assessment of competitive market discounts and potential change allowance during construction were incorporated in the CSU8 estimates.

Force Accounts/ISA

- Assessed the to-go requirements for Railroads, Utilities, Interagency Service Agreements (ISA), and Metropolitan District Commission (MDC) contracts.

- Project Assessments were reviewed with the above entities as well as the Resident Engineers as appropriate.

- Priced the to-go requirements based on an analysis of to-date commitments and payments and remaining scope.

Right of Way

Settlements in excess of pro-tonto values

- Established estimated value for cases that have been settled or are close to conclusion.
- Added costs for other cases that have been filed based on estimates that were developed for the specific circumstance.
- Added costs for other cases that have not been filed but where there is a high probability of litigation. A rough order of negotiated cost was assigned for those cases based on current understanding of the positions of both parties.

Relocations

- Identified the to-be relocated parties and priced accordingly

Acquisitions

- Using the latest design scope information and similar type acquisitions/easement extensions, pricing was determined for the remaining property acquisitions and lease extensions.

CSU8 Estimate Development Methodology

Section Design Consultants

- Assessed to-go requirements for design and construction phase services (CPS).
- Construction Phase Services, which are the majority of the to-go costs, were based on a review of the status of relevant construction contracts, design changes, contractor submittal volume plus any identified nonstandard services.
- Pricing based on an analysis of to-date commitments and payments and to-go scope.

Management Consultant (Joint Venture and MTA)

- Established to-go Project Management scope of services.
- Identified position by position, by month, to-go staffing requirements through project completion.
- Identified other staffing conditions such as overtime levels, position affiliation, indirect rates, etc.
- Summarized staffing needs, priced overall staff.
- Using the to-go scope of work, identified direct expense scope.
- Quantified by quarter, the to-go direct expense expenditure requirement relying on historical information and an assessment of the remaining work.
- Consolidated labor and labor related costs with direct expenses and produced a time phased project management budget requirement.

CSU8 Estimate Development Methodology

Insurance Costs

- Quantified the to-be insured activity for Workers Compensation and General Liability for the balance of the project
- Based on the insurer's requirement per insured value, established a to-go insurance premium for workers compensation, general liability and the other miscellaneous lines of insurance coverage.
- Summarized the new funds requirement and include in the to-go budget requirement.

Appendix B: CA/T Project Funding Summary

Source	**Status** **Assumptions & Justifications**	**Potential Risks /** **Required Actions**	**Shortfall** **Mitigation Measures**
Federal	- TEA-21 provides $481M of remaining $794M requirement (as of the end of FFY 2001). - All state bond legislation necessary for expenditure of federal funds and state matching funds has been passed. -Project has assumed lower obligation authority (88% of Apportionment) levels as shown in previous Finance Plans (100% of Apportionment)	- Requires federal funding legislation after TEA-21 expires. Require Partnership Agreement compliance. - Finance plan does not assume Redistribution amounts for years FFY 2001-2005	- If post TEA-21 federal funding to the Project were not made available, the Project would not be sufficiently funded to complete construction. - If existing federal funding from TEA-21 were removed from the Project, the project would not be sufficiently funded to complete construction.
GANs	- Legislation authorizing issuance of $1.5B in GANs has been enacted. - Project agreement with FHWA allows for sufficient AC authorizations to support the GANs program. - $1.5B in GANs have been issued.	- Project is authorized to commit and expend the full $1.5B prior to issuance of GANs.	- None required.
State Bonds/Notes	- Legislation has been enacted authorizing issuance of all required Bonds to provide state/federal matching funds and non-federal aid (NFA) funds within the base plan. -The CA/T Project is reviewing its available NFA spending authority and anticipates may need additional (approx. $150M) bond authorization.	- No further action required, all necessary funding has been authorized. - Requires legislation.	- Contingency funding sources have been identified in the event of cost increases or revenue shortfalls (see below).

Source	Status Assumptions & Justifications	Potential Risks / Required Actions	Shortfall Mitigation Measures
Turnpike Authority	- $1,355B contribution has been deposited in state accounts for project expenditures per 1997 MHS legislation and prior agreements.	n/a	- Contingency funding sources have been identified in the event of cost increases or revenue shortfalls (see below).
	- Additional $200M due from "Additional Funding Act of 2000" was deposited in Infrastructure Fund account on September 1, 2000.	n/a	
	- $53M contribution related to Parcel 7 and Surface Restoration is under MTA-CA/T Agreement.	Contribution scheduled for SFY 2002.	
	-$45 million in pay-as-you go is available to encumber and spend.	n/a	
	-$152M from sale of real estate has been deposited in an MTA reserve account for the Project.	- Sale Complete.	
	-Additional $33M will be generated from investment earnings on the $152M received.	-Investment risk.	
	-$68 million from the sale/lease of real estate.	-See Appendix E.	
MassPort	- $300M contribution from MPA is under agreement per the 1997 MHS legislation. Approx. $125M has been deposited in state accounts. BANs to be issued by the Commonwealth in anticipation of remaining $175M are authorized.	- Full spending authorization has been issued to the project. Issuance of BANs and the timing of final contribution of MPA do not affect authorization.	- None required.
	- $65M contribution authorized in "Additional Funding Act" has been deposited per legislation in January 2001.		

Source	**Status** **Assumptions & Justifications**	**Potential Risks / Required Actions**	**Shortfall Mitigation Measures**
Bond Proceeds/Debt Defeasance	- Legislation has been enacted authorizing all necessary actions to provide these funds. - By December 2000, the Commonwealth defeased $659 million in Commonwealth Bonds. The savings have been deposited into the TIF.	-See Appendix C.	- n/a
Additional Debt Capacity from the TIF	- $1 billion of the $1.35 billion in TIF bonds have been issued with the remaining $350 million scheduled for SFY 2002. -Higher than expected registry fees have been collected by the Commonwealth supporting additional debt capacity of $138M.	- Market access. - Legislation required	n/a - Contingency funding sources have been identified in the event of cost increases or revenue shortfalls (see below).
Contingency Funding			
Real Estate & Air Rights Development	- MTA continues to maximize value of existing real estate and future CA/T corridor land rights. - Development values are estimated at $115 million.	- Revenues can only be used for the Project if received by final Project completion. - Real estate market volatility.	n/a
Potential Insurance Trust Withdrawals	- Annual insurance program reviews may indicate funds can be withdrawn from the insurance Trust. These funds can potentially be used to support Project expenditures if needed.	- The Turnpike Authority must recommend any withdrawals to FHWA and the insurance carriers for review and approval. - Each party must approve the recommendation. - Risk of potential	n/a

Source	Status Assumptions & Justifications	Potential Risks / Required Actions	Shortfall Mitigation Measures
		uninsured losses needs to be addressed if withdrawals are made.	

Appendix C: Massachusetts Treasurer's Office Financial Plan for the Transportation Infrastructure Fund

Appendix C: Massachusetts Treasurer's Office Financial Plan for the Transportation Infrastructure Fund

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF THE STATE TREASURER
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Mr. J. Richard Capka
Chief Executive Officer
Massachusetts Turnpike Authority
State Transportation Building
10 Park Plaza, Suite 4160
Boston, MA. 02116

Dear Mr. Capka:

The purpose of this letter is to update you on the status of the Central Artery and Statewide Road and Bridge Infrastructure Fund (the "Fund"). In particular, your staff has requested an assessment as to where the Fund stands relative to the assumptions that the Central Artery Project (the "Project") included in its October 2000 submission to the Federal Highway Administration ("FHWA"), and whether the Fund can generate additional revenues to help offset the most recent cost increases. I am pleased to report that the Fund can generate some $182 million more than estimated last year, including $55 million of additional net earnings and $127 million of additional debt capacity. Although this will not cover the entire $400 million in Project cost increases since last year, I believe that it is a significant contribution toward solving the problem. It is my understanding that $175 million of the additional capacity noted will be included as a component of the Project's updated finance plan submission.

Background. As you know, in May of 2000 the Commonwealth enacted legislation (the "Plan") designed to finance the Project's cost overruns, and to supplement expenditures for the statewide road and bridge program (the "Statewide Program "). The Plan mandates spending $100 million per year on the Statewide Program in state fiscal years 2001 through 2005 (a total of $500 million), with the balance available to finance Project costs. The Plan creates the new Central Artery and Statewide Road and Infrastructure Fund for these two purposes. A number of funding sources are directed to the Fund, and the amount that will be available for spending is determined by how those resources are managed. Specifically, the funding sources include:

- $1.35 billion in bonds to be funded from reinstated registry and license fees;
- "excess" registry and license fees not needed to pay the debt service on the bonds;
- $200 million and $65 million contributions from the Massachusetts Turnpike

Authority and Massachusetts Port Authority, respectively;

- debt service savings produced by using $650 million from the State's budgetary surpluses to defease certain Commonwealth debt; and
- investment earnings on balances in the Fund until needed for either the Project or the Statewide Program.

In August of 2000, the Treasury provided the Project with projections of the financing capacity of the Fund based on a number of assumptions both as to market rates and the structure of various component transactions. For purposes of the October 2000 submission to FHWA, the Project concentrated on a particular scenario which was projected to produce the highest level of funding for the Project ($2.168 billion). At that time, Treasury agreed that this scenario was feasible and was the one most likely in terms of actual execution.

Progress To-Date. Over the last year the Treasury has executed and implemented significant portions of the financing plan. As noted below, the structuring decisions that have been made are consistent with the scenario that had been identified by the Project last year. In particular, the Treasury has executed a number of bond and defeasance transactions, which are detailed below.

Bond Issuance. In November and December of 2000 the Treasury executed three bond transactions, including seven separate series of bonds, that produced approximately $1.0 billion in proceeds which were deposited into the Fund. These bond issues include:

- a $325 million portion of a larger fixed rate bond issue which was finalized in November, 2000;
- $275.6 million of variable rate demand bonds that were issued in early December, 2000; and
- $401.5 million of auction rate securities that closed in mid-December, 2000.

Collectively, the bond issues were structured consistent with the August 2000 projections. None of the bonds are scheduled to mature earlier than 2006, minimizing debt service obligations during the Project's construction period and thus maximizing the amount of "excess" registry fees that will be deposited into the Fund for expenditure through 2005. Fixed rate bonds were issued in earlier maturities (2006 through 2022) while variable rate bonds were concentrated in the later maturities (2020 through 2030) where they are projected to generate the largest savings relative to fixed rate issuance. Again, these structuring decisions will help maximize the deposit of registry fees into the Fund.

Authority Contributions. Consistent with the provisions of the Plan, additional contributions from the State's authorities have been received and deposited into the fund. On September 1, 2000 the Massachusetts Turnpike Authority transferred $200.0 million to the Commonwealth. On January 29, 2001, the Commonwealth received $65.0 million from the Massachusetts Port Authority. An additional $121,000 was deposited on February 2, 2001, representing interest back to MassPort's statutorily mandated payment date of December 15, 2000. It is Treasury's understanding that appropriate transfer and tracking agreements have

been executed to facilitate the authorities' ability to finance these payments.

Defeasance Transactions. In July, August and December of 2000 the Treasury executed three defeasance transactions totaling $650.0 million. These funds included $500.0 million from the State's FY2000 surplus and $150.0 million from prior years. In these transactions the Commonwealth purchased securities that mature in amounts and at times sufficient to pay the debt service on certain Commonwealth bonds. Pursuant to the Plan, the savings resulting from these transactions (i.e., the debt service that the Commonwealth no longer needs to budget for directly) are deposited into the Fund and available for spending. The aforementioned transactions generated some $659.2 million in savings, all of which has been deposited into the Fund.

Excess Registry Fees. In July of 2001, the Commonwealth made its first deposit of "excess" Registry Fees into the Fund, totaling $67.9 million. This amount represents the difference between the amount of fees collected in Fiscal Year 2001 ($87.1 million) and the debt service payment during the same fiscal year related to the bond issues noted above ($19.2 million).

Fund Projections. As you may recall, last year the Fund was projected to be able to fund $2.668 billion in expenditures, $500 million for the Statewide Program and $2.168 billion for the Project. As was noted at the time, the performance of the Fund is affected by a number of factors including market forces, which can only be estimated. Since last year interest rates have decreased, reducing the interest payments on the variable rate bonds that were issued, but at the same time reducing investment rates. Conversely, the Project has spent at a slower pace than projected, resulting in higher than expected Fund balances. For purposes of analyzing the Fund's current capacity, we created a Base Case Scenario which incorporates experience to date and includes assumptions similar to last year; and a Debt Capacity Scenario that examines the Fund's ability to leverage additional debt. Key assumptions used in the scenarios include:

Base Case

- Interest earnings rates: 3.5% in FY02; 4.0% thereafter.
- Rate on existing variable rate debt is 70% of interest earnings rate plus 20 basis points for average liquidity and remarketing.
- Additional $350 million authorized debt issued as fixed rate bonds in May 2003 at 8/21/01 market rates plus 100 basis points.
- Actual Fund balances as of 8/1/2001 as adjusted for $34.6 million of avoided debt service from 7/1/2001 payment assumed deposited as of 8/1/2001.
- Registry and license fees as projected by RMV, with net transfer deposited 7/31 of subsequent fiscal years.
- CA/T Expenditures as provided by the Project, level within each quarter, minus $55 million of 1st quarter FY02 expenditures already accounted for in 8/1/2001 balances.

- $100 million annual SRB Expenditures (15% in 1st Qtr., 20% in 2nd Qtr., 25% 3rd Qtr. and 40% in 4th Qtr; level draws within each quarter).

Debt Capacity

- Same assumptions as in Base Case.
- 2020 principal of Auction Rate Securities already issued is reamortized between 2020 through 2024 assuming 5.0% interest rate.
- Additional $138 million of additional new debt is issued as fixed rate bonds in April 2004 at 8/21/01 market rates plus 150 basis points and structured against remaining Excess Registry and License Fees.
- Registry fees are as projected by RMV through FY05, then grown at 0.5% beginning in FY06 and each year thereafter.
- Additional CA/T Expenditures ($138 million) structured as level monthly draws during FY05.

Results. The results for the two scenarios are shown below. In the Base Case, the Fund finances $500 million for the Statewide Program, $2.168 billion for the Project, and ends with a balance of $55 million that could be spent in FY06. In the Debt Capacity Scenario, $138 million of additional bond proceeds are generated, but the debt service on these new bonds reduces the Fund balance to $44 million, generating combined new capacity of $182 million. The detailed analyses for these scenarios are attached.

Scenario	Fund Balance 12/31/2005	New Bond Proceeds	Total Additional Funding
Base Case	$55 million	NA	$ 55 million
Debt Capacity	$44 million	$138 million	$182 million

As I have noted previously, the capacity of the Fund is dependent on a number of factors beyond the control of the Treasury. In particular, the spending pattern of the Project (or the Statewide Program) could have an impact on the ultimate capacity of the Fund. Assuming that draws from the Fund are managed as projected, the largest remaining factor that could impact the Fund are market forces, and in particular interest rates. For additional bond issuances we have tried to build in conservative assumptions using rates that are substantially above current market rates. Additionally we have used growth assumptions for Registry fees that are less than half those projected by the RMV. Nevertheless, with substantial Fund balances and variable rate debt outstanding changing interest rates could effect Fund performance.

We performed a sensitivity analysis varying interest rates from 3.50% up to 7.00% to analyze the potential impact on the Fund. Remarkably, the Fund balance on 6/30/05 doesn't vary by more than $10 million between the highest and lowest results, with higher interest rates generally benefitting the Fund. The lack of any significant variance is the result of the Fund being largely hedged. That is, changes in the

investment earnings of the Fund and debt service payments on variable rate bonds resulting from market changes will offset one another. The Fund is structured in such a way as to protect its ability to fund the projected level of expenditures.

As always, my staff and I are available to answer any question regarding this information. We are available to meet with you, your staff or federal officials to explain our work more fully.

Sincerely,

FOR Shannon P. O'Brien,
Treasurer and Receiver-General

cc: Secretary Stephen P. Crosby

Commonwealth of Massachusetts

Central Artery and Statewide Road and Bridge Infrastructure Fund

Estimated Investment Agreement Cash Flow

Base Case

Period Ending	Beginning Balance	Commonwealth Bond Proceeds	Avoided Debt Service	MassPike Contribution	Massport Contribution	Registry & License Fees	Debt Service	Interest Earnings	Withdrawals CA/T Expenditures	Withdrawals SRB Expenditures	Ending Balance
8/1/01	-	-	-	-	-	-	-	-	-	-	1,712,962,981
12/31/01	1,712,962,981	-	-	-	-	-	-	23,314,390	(298,962,413)	(35,000,000)	1,402,314,958
6/30/02	1,402,314,958	-	-	-	-	-	-	21,704,294	(357,772,903)	(65,000,000)	1,001,246,349
12/31/02	1,001,246,349	-	-	-	-	105,115,000	(35,594,806)	17,530,381	(402,860,135)	(35,000,000)	650,436,789
6/30/03	650,436,789	350,000,000	-	-	-	-	-	10,896,667	(345,460,243)	(65,000,000)	600,873,213
12/31/03	600,873,213	-	-	-	-	106,473,000	(37,964,621)	9,591,977	(369,519,291)	(35,000,000)	274,454,277
6/30/04	274,454,277	-	-	-	-	-	-	4,779,768	(33,602,507)	(65,000,000)	180,631,538
12/31/04	180,631,538	-	-	-	-	107,850,000	(56,252,331)	2,917,176	(130,850,756)	(35,000,000)	69,295,627
6/30/05	69,295,627	-	-	-	-	-	-	919,246	-	(65,000,000)	5,214,873
12/31/05	5,214,873	-	-	-	-	105,417,000	(56,252,331)	923,709	-	-	55,303,251
		350,000,000	-	-	-	424,855,000	(186,064,089)	92,577,607	(1,939,028,248)	(400,000,000)	

Interest Earnings Rate SFY03-SFY05	Ending Balance
3.50%	3,976,772
3.75%	4,590,290
4.00%	5,214,873
4.25%	5,850,615
4.50%	6,497,614
4.75%	7,155,966
5.00%	7,825,769
5.25%	8,507,120
5.50%	9,200,119
5.75%	9,904,863
6.00%	10,621,452
6.25%	11,349,987
6.50%	12,090,567
6.75%	12,843,293
7.00%	13,608,268

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Estimated Investment Agreement Cash Flow

Base Case

Period Ending	Beginning Balance	Commonwealth Bond Proceeds	Avoided Debt Service	MassPike Contribution	Massport Contribution	Debt Service	Registry & License Fees	Interest Earnings		Withdrawals		Ending Balance
								Accrued	Credited to Fund	CA/T Expenditures	SRB Expenditures	
6/30/00												
7/31/00												
8/31/00												
9/30/00												
10/31/00												
11/30/00												
12/31/00												
1/31/01												
2/28/01												
3/31/01												
4/30/01												
5/31/01												
6/30/01												
7/31/01	1,712,962,981	-	-	-	-	-	-	-	-	-	-	1,712,962,981
8/31/01	1,712,962,981	-	-	-	-	-	-	4,996,142	-	(39,969,450)	(7,500,000)	1,665,493,531
9/30/01	1,665,493,531	-	-	-	-	-	-	4,857,689	-	(39,969,450)	(7,500,000)	1,618,024,082
10/31/01	1,618,024,082	-	-	-	-	-	-	4,719,237	-	(73,007,838)	(6,666,667)	1,538,349,577
11/30/01	1,538,349,577	-	-	-	-	-	-	4,486,853	-	(73,007,838)	(6,666,667)	1,458,675,073
12/31/01	1,458,675,073	-	-	-	-	-	-	4,254,469	23,314,390	(73,007,838)	(6,666,667)	1,402,314,958
1/31/02	1,402,314,958	-	-	-	-	-	-	4,090,085	-	(52,738,301)	(8,333,333)	1,341,243,324
2/28/02	1,341,243,324	-	-	-	-	-	-	3,911,960	-	(52,738,301)	(8,333,333)	1,280,171,690
3/31/02	1,280,171,690	-	-	-	-	-	-	3,733,834	-	(52,738,301)	(8,333,333)	1,219,100,056
4/30/02	1,219,100,056	-	-	-	-	-	-	3,555,708	-	(66,519,334)	(13,333,333)	1,139,247,389
5/31/02	1,139,247,389	-	-	-	-	-	-	3,322,805	-	(66,519,334)	(13,333,333)	1,059,394,722
6/30/02	1,059,394,722	-	-	-	-	-	-	3,089,901	21,704,294	(66,519,334)	(13,333,333)	1,001,246,349
7/31/02	1,001,246,349	-	-	-	-	(35,594,806)	105,115,000	3,337,488	-	(68,122,743)	(5,000,000)	997,643,800
8/31/02	997,643,800	-	-	-	-	-	-	3,325,479	-	(68,122,743)	(5,000,000)	924,521,057
9/30/02	924,521,057	-	-	-	-	-	-	3,081,737	-	(68,122,743)	(5,000,000)	851,398,314
10/31/02	851,398,314	-	-	-	-	-	-	2,837,994	-	(66,163,969)	(6,666,667)	778,567,678
11/30/02	778,567,678	-	-	-	-	-	-	2,595,226	-	(66,163,969)	(6,666,667)	705,737,043
12/31/02	705,737,043	-	-	-	-	-	-	2,352,457	17,530,381	(66,163,969)	(6,666,667)	650,436,789
1/31/03	650,436,789	-	-	-	-	-	-	2,168,123	-	(55,351,155)	(8,333,333)	586,752,301
2/28/03	586,752,301	-	-	-	-	-	-	1,955,841	-	(55,351,155)	(8,333,333)	523,067,813
3/31/03	523,067,813	-	-	-	-	-	-	1,743,559	-	(55,351,155)	(8,333,333)	459,383,325
4/30/03	459,383,325	-	-	-	-	-	-	1,531,278	-	(59,802,260)	(13,333,333)	386,247,732
5/31/03	386,247,732	350,000,000	-	-	-	-	-	1,287,492	-	(59,802,260)	(13,333,333)	663,112,139
6/30/03	663,112,139	-	-	-	-	-	-	2,210,374	10,896,667	(59,802,260)	(13,333,333)	600,873,213
7/31/03	600,873,213	-	-	-	-	(37,964,621)	106,473,000	2,002,911	-	(68,963,195)	(5,000,000)	595,418,396
8/31/03	595,418,396	-	-	-	-	-	-	1,984,728	-	(68,963,195)	(5,000,000)	521,455,201
9/30/03	521,455,201	-	-	-	-	-	-	1,738,184	-	(68,963,195)	(5,000,000)	447,492,006
10/31/03	447,492,006	-	-	-	-	-	-	1,491,640	-	(54,209,902)	(6,666,667)	386,615,438
11/30/03	386,615,438	-	-	-	-	-	-	1,288,718	-	(54,209,902)	(6,666,667)	325,738,869
12/31/03	325,738,869	-	-	-	-	-	-	1,085,796	9,591,977	(54,209,902)	(6,666,667)	274,454,277
1/31/04	274,454,277	-	-	-	-	-	-	914,848	-	(4,354,766)	(8,333,333)	261,766,178
2/28/04	261,766,178	-	-	-	-	-	-	872,554	-	(4,354,766)	(8,333,333)	249,078,078
3/31/04	249,078,078	-	-	-	-	-	-	830,260	-	(4,354,766)	(8,333,333)	236,389,978
4/30/04	236,389,978	-	-	-	-	-	-	787,967	-	(6,846,069)	(13,333,333)	216,210,576
5/31/04	216,210,576	-	-	-	-	-	-	720,702	-	(6,846,069)	(13,333,333)	196,031,173
6/30/04	196,031,173	-	-	-	-	-	-	653,437	4,779,768	(6,846,069)	(13,333,333)	180,631,538
7/31/04	180,631,538	-	-	-	-	(56,252,331)	107,850,000	602,105	-	(28,419,343)	(5,000,000)	198,809,864
8/31/04	198,809,864	-	-	-	-	-	-	662,700	-	(28,419,343)	(5,000,000)	165,390,520
9/30/04	165,390,520	-	-	-	-	-	-	551,302	-	(28,419,343)	(5,000,000)	131,971,177
10/31/04	131,971,177	-	-	-	-	-	-	439,904	-	(15,197,575)	(6,666,667)	110,106,935
11/30/04	110,106,935	-	-	-	-	-	-	367,023	-	(15,197,575)	(6,666,667)	88,242,693
12/31/04	88,242,693	-	-	-	-	-	-	294,142	2,917,176	(15,197,575)	(6,666,667)	69,295,627
1/31/05	69,295,627	-	-	-	-	-	-	230,985	-	-	(8,333,333)	60,962,294
2/28/05	60,962,294	-	-	-	-	-	-	203,208	-	-	(8,333,333)	52,628,960
3/31/05	52,628,960	-	-	-	-	-	-	175,430	-	-	(8,333,333)	44,295,627

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Estimated Investment Agreement Cash Flow

Base Case

Period Ending	Beginning Balance	Commonwealth Bond Proceeds	Avoided Debt Service	MassPike Contribution	Massport Contribution	Debt Service	Registry & License Fees	Interest Earnings		Withdrawals		Ending Balance
								Accrued	Credited to Fund	CA/T Expenditures	SRB Expenditures	
4/30/05	44,295,627	-	-	-	-	-	-	147,652	-	-	(13,333,333)	30,962,294
5/31/05	30,962,294	-	-	-	-	-	-	103,208	-	-	(13,333,333)	17,628,960
6/30/05	17,628,960	-	-	-	-	-	-	58,763	919,246	-	(13,333,333)	5,214,873
7/31/05	5,214,873	-	-	-	-	(56,252,331)	105,417,000	17,383	-			54,379,542
8/31/05	54,379,542	-	-	-	-	-	-	181,265	-			54,379,542
9/30/05	54,379,542	-	-	-	-	-	-	181,265	-			54,379,542
10/31/05	54,379,542	-	-	-	-	-	-	181,265	-			54,379,542
11/30/05	54,379,542	-	-	-	-	-	-	181,265	-			54,379,542
12/31/05	54,379,542	-	-	-	-	-	-	181,265	923,709			55,303,251
		350,000,000	-	-	-	(186,064,089)	424,855,000	92,577,607	92,577,607	(1,939,028,248)	(400,000,000)	

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Estimated Debt Service

Base Case

Date	General Obligation Bonds, Consolidated Loan of 2000, Series C					Projected Fixed Rate Bonds					2000 CA/T Bonds Series A, B, D, E, F and G					Total Fiscal Year Debt Service	Registry & Licence Fees	Remaining Registry & Licence Fees
	Principal	Coupon	Interest	Debt Service	Fiscal Year	Principal	Coupon	Interest	Debt Service	Fiscal Year	Principal	Coupon	Interest	Debt Service	Fiscal Year			
11/2/00																		
5/1/01	-		8,139,497	8,139,497	8,139,497					-			8,971,443	8,971,443	8,971,443	17,110,940	87,113,000	67,901,014
11/1/01	-		8,825,961	8,825,961	-					-		2.650%	8,971,443	8,971,443	-	-	-	-
5/1/02	-		8,825,961	8,825,961	17,651,921					-		2.650%	8,971,443	8,971,443	17,942,885	35,594,806	105,115,000	69,520,194
11/1/02	-		8,825,961	8,825,961	-				-	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/03	-		8,825,961	8,825,961	17,651,921				-	-		3.000%	10,156,350	10,156,350	20,312,700	37,964,621	106,473,000	68,508,379
11/1/03	-		8,825,961	8,825,961	-			9,143,855	9,143,855	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/04	-		8,825,961	8,825,961	17,651,921			9,143,855	9,143,855	18,287,710		3.000%	10,156,350	10,156,350	20,312,700	56,252,331	107,850,000	51,597,669
11/1/04	-		8,825,961	8,825,961	-			9,143,855	9,143,855	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/05	-		8,825,961	8,825,961	17,651,921			9,143,855	9,143,855	18,287,710		3.000%	10,156,350	10,156,350	20,312,700	56,252,331	105,417,000	49,164,669
11/1/05	-		8,825,961	8,825,961	-			9,143,855	9,143,855	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/06	-		8,825,961	8,825,961	17,651,921	16,540,000	3.940%	9,143,855	25,683,855	34,827,710		3.000%	10,156,350	10,156,350	20,312,700	72,792,331	105,944,085	33,151,754
11/1/06	12,290,000	*	8,825,961	21,115,961	-	-		8,818,017	8,818,017	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/07	-		8,534,186	8,534,186	29,650,146	17,190,000	4.230%	8,818,017	26,008,017	34,826,034		3.000%	10,156,350	10,156,350	20,312,700	84,788,880	106,473,805	21,684,926
11/1/07	12,945,000	*	8,534,186	21,479,186	-	-		8,454,448	8,454,448	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/08	-		8,181,739	8,181,739	29,660,925	17,920,000	4.510%	8,454,448	26,374,448	34,828,897		3.000%	10,156,350	10,156,350	20,312,700	84,802,522	107,006,174	22,203,653
11/1/08	13,660,000	*	8,181,739	21,841,739	-	-		8,050,352	8,050,352	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/09	-		7,812,105	7,812,105	29,653,844	18,725,000	4.680%	8,050,352	26,775,352	34,825,705		3.000%	10,156,350	10,156,350	20,312,700	84,792,249	107,541,205	22,748,956
11/1/09	14,420,000	*	7,812,105	22,232,105	-	-		7,612,187	7,612,187	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/10	-		7,424,035	7,424,035	29,656,140	19,600,000	4.860%	7,612,187	27,212,187	34,824,375		3.000%	10,156,350	10,156,350	20,312,700	84,793,215	108,078,911	23,285,697
11/1/10	15,220,000	*	7,424,035	22,644,035	-	-		7,135,907	7,135,907	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/11	-		7,017,879	7,017,879	29,661,914	20,555,000	4.990%	7,135,907	27,690,907	34,826,815		3.000%	10,156,350	10,156,350	20,312,700	84,801,428	108,619,306	23,817,878
11/1/11	16,070,000	*	7,017,879	23,087,879	-	-		6,623,060	6,623,060	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/12	-		6,561,576	6,561,576	29,649,454	21,580,000	5.100%	6,623,060	28,203,060	34,826,120		3.000%	10,156,350	10,156,350	20,312,700	84,788,274	109,162,402	24,374,128
11/1/12	17,020,000	*	6,561,576	23,581,576	-	-		6,072,770	6,072,770	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/13	-		6,075,391	6,075,391	29,656,966	22,680,000	5.190%	6,072,770	28,752,770	34,825,540		3.000%	10,156,350	10,156,350	20,312,700	84,795,206	109,708,214	24,913,008
11/1/13	18,010,000	*	6,075,391	24,085,391	-	-		5,484,224	5,484,224	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/14	-		5,572,547	5,572,547	29,657,938	23,860,000	5.320%	5,484,224	29,344,224	34,828,448		3.000%	10,156,350	10,156,350	20,312,700	84,799,086	110,256,756	25,457,670
11/1/14	19,060,000	*	5,572,547	24,632,547	-	-		4,849,548	4,849,548	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/15	-		5,027,041	5,027,041	29,659,588	25,130,000	5.395%	4,849,548	29,979,548	34,829,096		3.000%	10,156,350	10,156,350	20,312,700	84,801,384	110,808,039	26,006,656
11/1/15	20,180,000	*	5,027,041	25,207,041	-	-		4,171,666	4,171,666	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/16	-		4,450,894	4,450,894	29,657,935	26,485,000	5.470%	4,171,666	30,656,666	34,828,333		3.000%	10,156,350	10,156,350	20,312,700	84,798,968	111,362,079	26,563,112
11/1/16	21,365,000	*	4,450,894	25,815,894	-	-		3,447,302	3,447,302	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/17	-		3,839,888	3,839,888	29,655,783	27,930,000	5.570%	3,447,302	31,377,302	34,824,603		3.000%	10,156,350	10,156,350	20,312,700	84,793,086	111,918,890	27,125,804
11/1/17	22,625,000	*	3,839,888	26,464,888	-	-		2,669,451	2,669,451	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/18	-		3,190,479	3,190,479	29,655,368	29,490,000	5.630%	2,669,451	32,159,451	34,828,902		3.000%	10,156,350	10,156,350	20,312,700	84,796,970	112,478,484	27,681,515
11/1/18	23,945,000	*	3,190,479	27,135,479	-	-		1,839,308	1,839,308	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/19	-		2,531,208	2,531,208	29,666,687	31,150,000	5.700%	1,839,308	32,989,308	34,828,615		3.000%	10,156,350	10,156,350	20,312,700	84,808,002	113,040,877	28,232,875
11/1/19	25,330,000	*	2,531,208	27,861,208	-	-		951,533	951,533	-		3.000%	10,156,350	10,156,350	-	-	-	-
5/1/20	-		1,803,630	1,803,630	29,664,838	32,925,000	5.780%	951,533	33,876,533	34,828,065		3.000%	10,156,350	10,156,350	20,312,700	84,805,603	113,606,081	28,800,479
11/1/20	26,780,000	*	1,803,630	28,583,630	-	-		-	-	-	22,395,000	3.000%	10,156,350	32,551,350	-	-	-	-
5/1/21	-		1,075,550	1,075,550	29,659,180	-	5.830%	-	-	-	-	3.000%	9,820,425	9,820,425	42,371,775	72,030,955	114,174,112	42,143,157
11/1/21	28,885,000	*	1,075,550	29,960,550	-	-		-	-	-	16,640,000	3.000%	9,820,425	26,460,425	-	-	-	-
5/1/22	-		299,963	299,963	30,260,513	-	5.920%	-	-	-	-	3.000%	9,570,825	9,570,825	36,031,250	66,291,763	114,744,982	48,453,220
11/1/22	11,135,000	*	299,963	11,434,963	-	-		-	-	-	30,100,000	3.000%	9,570,825	39,670,825	-	-	-	-
5/1/23				-	11,434,963	-	5.940%	-	-	-	-	3.000%	9,119,325	9,119,325	48,790,150	60,225,113	115,318,707	55,093,595
11/1/23				-	-	-		-	-	-	42,875,000	3.000%	9,119,325	51,994,325	-	-	-	-
5/1/24				-	-	-	5.970%	-	-	-	-	3.000%	8,476,200	8,476,200	60,470,525	60,470,525	115,895,301	55,424,776
11/1/24				-	-	-		-	-	-	47,080,000	3.000%	8,476,200	55,556,200	-	-	-	-
5/1/25				-	-	-	5.990%	-	-	-	-	3.000%	7,770,000	7,770,000	63,326,200	63,326,200	116,474,777	53,148,577
11/1/25				-	-	-		-	-	-	76,790,000	3.000%	7,770,000	84,560,000	-	-	-	-
5/1/26				-	-	-	6.000%	-	-	-	-	3.000%	6,618,150	6,618,150	91,178,150	91,178,150	117,057,151	25,879,001
11/1/26				-	-	-		-	-	-	80,455,000	3.000%	6,618,150	87,073,150	-	-	-	-
5/1/27				-	-	-	6.010%	-	-	-	-	3.000%	5,411,325	5,411,325	92,484,475	92,484,475	117,642,437	25,157,962
11/1/27				-	-	-		-	-	-	84,290,000	3.000%	5,411,325	89,701,325	-	-	-	-
5/1/28				-	-	-	6.020%	-	-	-	-	3.000%	4,146,975	4,146,975	93,848,300	93,848,300	118,230,649	24,382,349
11/1/28				-	-	-		-	-	-	88,310,000	3.000%	4,146,975	92,456,975	-	-	-	-
5/1/29				-	-	-		-	-	-	-	3.000%	2,822,325	2,822,325	95,279,300	95,279,300	118,821,802	23,542,502

	General Obligation Bonds, Consolidated Loan of 2000, Series C					Projected Fixed Rate Bonds					2000 CA/T Bonds Series A, B, D, E, F and G					Total		Remaining
Date	**Principal**	**Coupon**	**Interest**	**Debt Service**	**Fiscal Year**	**Principal**	**Coupon**	**Interest**	**Debt Service**	**Fiscal Year**	**Principal**	**Coupon**	**Interest**	**Debt Service**	**Fiscal Year**	**Fiscal Year Debt Service**	**Registry & Licence Fees**	**Registry & Licence Fees**
11/1/29				-	-	-		-	-	-	92,525,000	3.000%	2,822,325	95,347,325	-	-	-	-
5/1/30				-	-	-		-	-	-	-	3.000%	1,434,450	1,434,450	96,781,775	96,781,775	119,415,911	22,634,136
11/1/30				-	-	-		-	-	-	95,630,000	3.000%	1,434,450	97,064,450	-	-	-	-
5/1/31				-	-	-		-	-	-			-	-	97,064,450	97,064,450	120,012,991	22,948,541
	318,940,000		264,021,283	582,961,283	582,961,283	351,760,000		207,222,674	558,982,674	558,982,674	677,090,000		533,079,278	1,210,169,278	1,210,169,278	2,352,113,234	3,445,762,130	1,091,547,849

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period	Commonwealth Bond Proceeds							
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
6/30/00								
7/31/00								
8/31/00								
9/30/00								
10/31/00								
11/30/00								
12/31/00								
1/31/01								
2/28/01								
3/31/01								
4/30/01								
5/31/01								
6/30/01								
7/31/01	697,085,648							697,085,648
8/31/01	697,085,648	-	2,033,166	-	-	-	-	697,085,648
9/30/01	697,085,648	-	2,033,166	-	(28,585,243)	-	(28,585,243)	668,500,405
10/31/01	668,500,405	-	1,949,793	-	(73,007,838)	(6,666,667)	(79,674,505)	588,825,900
11/30/01	588,825,900	-	1,717,409	-	(73,007,838)	(6,666,667)	(79,674,505)	509,151,396
12/31/01	509,151,396	-	1,485,025	9,218,560	(73,007,838)	(6,418,056)	(79,425,894)	438,944,061
1/31/02	438,944,061	-	1,280,254	-	(52,738,301)	(8,333,333)	(61,071,634)	377,872,427
2/28/02	377,872,427	-	1,102,128	-	(52,738,301)	(8,333,333)	(61,071,634)	316,800,793
3/31/02	316,800,793	-	924,002	-	(52,738,301)	(8,333,333)	(61,071,634)	255,729,159
4/30/02	255,729,159	-	745,877	-	(66,519,334)	(13,333,333)	(79,852,667)	175,876,492
5/31/02	175,876,492	-	512,973	-	(66,519,334)	(13,333,333)	(79,852,667)	96,023,825
6/30/02	96,023,825	-	280,069	4,845,303	(66,519,334)	(13,333,333)	(79,852,667)	21,016,461
7/31/02	21,016,461	-	70,055	-	(16,016,461)	(5,000,000)	(21,016,461)	0
8/31/02	0	-	0	-	-	(0)	(0)	(0)
9/30/02	(0)	-	-	-	-	0	0	-
10/31/02	-	-	-	-	-	-	-	-
11/30/02	-	-	-	-	-	-	-	-
12/31/02	-	-	-	70,055	-	(70,055)	(70,055)	-
1/31/03	-	-	-	-	-	-	-	-
2/28/03	-	-	-	-	-	-	-	-
3/31/03	-	-	-	-	-	-	-	-
4/30/03	-	-	-	-	-	-	-	-
5/31/03	-	350,000,000	-	-	(59,802,260)	(13,333,333)	(73,135,593)	276,864,407
6/30/03	276,864,407	-	922,881	922,881	(59,802,260)	(13,333,333)	(73,135,593)	204,651,695
7/31/03	204,651,695	-	682,172	-	(68,963,195)	(5,000,000)	(73,963,195)	130,688,500
8/31/03	130,688,500	-	435,628	-	(68,963,195)	(5,000,000)	(73,963,195)	56,725,305
9/30/03	56,725,305	-	189,084	-	(51,725,305)	(5,000,000)	(56,725,305)	0
10/31/03	0	-	0	-	-	(0)	(0)	0
11/30/03	0	-	0	-	-	(0)	(0)	(0)
12/31/03	(0)	-	-	1,306,885	-	(1,306,885)	(1,306,885)	-
1/31/04	-	-	-	-	-	-	-	-
2/28/04	-	-	-	-	-	-	-	-
3/31/04	-	-	-	-	-	-	-	-
4/30/04	-	-	-	-	-	-	-	-
5/31/04	-	-	-	-	-	-	-	-
6/30/04	-	-	-	-	-	-	-	-
7/31/04	-	-	-	-	-	-	-	-
8/31/04	-	-	-	-	-	-	-	-
9/30/04	-	-	-	-	-	-	-	-
10/31/04	-	-	-	-	-	-	-	-
11/30/04	-	-	-	-	-	-	-	-
12/31/04	-	-	-	-	-	-	-	-

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period	Commonwealth Bond Proceeds							
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
1/31/05	-	-	-	-	-	-	-	-
2/28/05	-	-	-	-	-	-	-	-
3/31/05	-	-	-	-	-	-	-	-
4/30/05	-	-	-	-	-	-	-	-
5/31/05	-	-	-	-	-	-	-	-
6/30/05	-	-	-	-	-	-	-	-
7/31/05	-	-	-	-	-	-	-	-
8/31/05	-	-	-	-	-	-	-	-
9/30/05	-	-	-	-	-	-	-	-
10/31/05	-	-	-	-	-	-	-	-
11/30/05	-	-	-	-	-	-	-	-
12/31/05	-	-	-	-	-	-	-	-
1/31/06	-	-	-	-	-	-	-	-
		350,000,000	16,363,684	16,363,684	(930,654,336)	(132,794,996)	(1,063,449,332)	

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Base Case

Period				Avoided Debt Service				
Ending	**Begin Balance**	**Deposit**	**Earnings Accrued**	**Earnings Credited**	**CA/T Expenditures**	**SRB Expenditures**	**Total Expenditures**	**End Balance**
6/30/00								
7/31/00								
8/31/00								
9/30/00								
10/31/00								
11/30/00								
12/31/00								
1/31/01								
2/28/01								
3/31/01								
4/30/01								
5/31/01								
6/30/01								
7/31/01	636,050,427	34,589,435						670,639,862
8/31/01	670,639,862	-	1,956,033	-	-	-	-	670,639,862
9/30/01	670,639,862	-	1,956,033	-	-	-	-	670,639,862
10/31/01	670,639,862	-	1,956,033	-	-	(0)	(0)	670,639,862
11/30/01	670,639,862	-	1,956,033	-	-	0	0	670,639,862
12/31/01	670,639,862	-	1,956,033	9,780,165	-	0	0	680,420,026
1/31/02	680,420,026	-	1,984,558	-	-	-	-	680,420,026
2/28/02	680,420,026	-	1,984,558	-	-	-	-	680,420,026
3/31/02	680,420,026	-	1,984,558	-	-	-	-	680,420,026
4/30/02	680,420,026	-	1,984,558	-	-	-	-	680,420,026
5/31/02	680,420,026	-	1,984,558	-	-	-	-	680,420,026
6/30/02	680,420,026	-	1,984,558	11,907,350	-	-	-	692,327,377
7/31/02	692,327,377	-	2,307,758	-	(52,106,282)	-	(52,106,282)	640,221,095
8/31/02	640,221,095	-	2,134,070	-	(68,122,743)	(5,000,000)	(73,122,743)	567,098,352
9/30/02	567,098,352	-	1,890,328	-	(68,122,743)	(5,000,000)	(73,122,743)	493,975,609
10/31/02	493,975,609	-	1,646,585	-	(66,163,969)	(6,666,667)	(72,830,635)	421,144,974
11/30/02	421,144,974	-	1,403,817	-	(66,163,969)	(6,666,667)	(72,830,635)	348,314,338
12/31/02	348,314,338	-	1,161,048	10,543,606	(66,163,969)	(6,596,612)	(72,760,580)	286,097,364
1/31/03	286,097,364	-	953,658	-	(55,351,155)	(8,333,333)	(63,684,488)	222,412,876
2/28/03	222,412,876	-	741,376	-	(55,351,155)	(8,333,333)	(63,684,488)	158,728,388
3/31/03	158,728,388	-	529,095	-	(55,351,155)	(8,333,333)	(63,684,488)	95,043,900
4/30/03	95,043,900	-	316,813	-	(59,802,260)	(13,333,333)	(73,135,593)	21,908,307
5/31/03	21,908,307	-	73,028	-	-	-	-	21,908,307
6/30/03	21,908,307	-	73,028	2,686,997	-	-	-	24,595,304
7/31/03	24,595,304	-	81,984	-	-	-	-	24,595,304
8/31/03	24,595,304	-	81,984	-	-	-	-	24,595,304
9/30/03	24,595,304	-	81,984	-	(17,237,890)	-	(17,237,890)	7,357,414
10/31/03	7,357,414	-	24,525	-	(690,747)	(6,666,667)	(7,357,414)	-
11/30/03	-	-	-	-	-	-	-	-
12/31/03	-	-	-	270,478	-	(270,478)	(270,478)	-
1/31/04	-	-	-	-	-	-	-	-
2/28/04	-	-	-	-	-	-	-	-
3/31/04	-	-	-	-	-	-	-	-
4/30/04	-	-	-	-	-	-	-	-
5/31/04	-	-	-	-	-	-	-	-
6/30/04	-	-	-	-	-	-	-	-
7/31/04	-	-	-	-	-	-	-	-
8/31/04	-	-	-	-	-	-	-	-
9/30/04	-	-	-	-	-	-	-	-
10/31/04	-	-	-	-	-	-	-	-
11/30/04	-	-	-	-	-	-	-	-
12/31/04	-	-	-	-	-	-	-	-

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Base Case

Period				Avoided Debt Service				
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
1/31/05	-	-	-	-	-	-	-	-
2/28/05	-	-	-	-	-	-	-	-
3/31/05	-	-	-	-	-	-	-	-
4/30/05	-	-	-	-	-	-	-	-
5/31/05	-	-	-	-	-	-	-	-
6/30/05	-	-	-	-	-	-	-	-
7/31/05	-	-	-	-			-	-
8/31/05	-	-	-	-			-	-
9/30/05	-	-	-	-			-	-
10/31/05	-	-	-	-			-	-
11/30/05	-	-	-	-			-	-
12/31/05	-	-	-	-			-	-
1/31/06	-	-	-	-			-	-
		34,589,435	35,188,596	35,188,596	(630,628.035)	(75,200,423)	(705.828,458)	

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Base Case

Period	MassPike Contribution							
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
6/30/00								
7/31/00								
8/31/00								
9/30/00								
10/31/00								
11/30/00								
12/31/00								
1/31/01								
2/28/01								
3/31/01								
4/30/01								
5/31/01								
6/30/01								
7/31/01	210,982,801							210,982,801
8/31/01	210,982,801	-	615,367	-	-	-	-	210,982,801
9/30/01	210,982,801	-	615,367	-	-	-	-	210,982,801
10/31/01	210,982,801	-	615,367	-	-	-	-	210,982,801
11/30/01	210,982,801	-	615,367	-	-	-	-	210,982,801
12/31/01	210,982,801	-	615,367	3,076,833	-	-	-	214,059,633
1/31/02	214,059,633	-	624,341	-	-	-	-	214,059,633
2/28/02	214,059,633	-	624,341	-	-	-	-	214,059,633
3/31/02	214,059,633	-	624,341	-	-	-	-	214,059,633
4/30/02	214,059,633	-	624,341	-	-	-	-	214,059,633
5/31/02	214,059,633	-	624,341	-	-	-	-	214,059,633
6/30/02	214,059,633	-	624,341	3,746,044	-	-	-	217,805,677
7/31/02	217,805,677	-	726,019	-	-	-	-	217,805,677
8/31/02	217,805,677	-	726,019	-	-	-	-	217,805,677
9/30/02	217,805,677	-	726,019	-	-	-	-	217,805,677
10/31/02	217,805,677	-	726,019	-	-	-	-	217,805,677
11/30/02	217,805,677	-	726,019	-	-	-	-	217,805,677
12/31/02	217,805,677	-	726,019	4,356,114	-	-	-	222,161,790
1/31/03	222,161,790	-	740,539	-	-	-	-	222,161,790
2/28/03	222,161,790	-	740,539	-	-	-	-	222,161,790
3/31/03	222,161,790	-	740,539	-	-	-	-	222,161,790
4/30/03	222,161,790	-	740,539	-	-	-	-	222,161,790
5/31/03	222,161,790	-	740,539	-	-	-	-	222,161,790
6/30/03	222,161,790	-	740,539	4,443,236	-	-	-	226,605,026
7/31/03	226,605,026	-	755,350	-	-	-	-	226,605,026
8/31/03	226,605,026	-	755,350	-	-	-	-	226,605,026
9/30/03	226,605,026	-	755,350	-	-	-	-	226,605,026
10/31/03	226,605,026	-	755,350	-	-	-	-	226,605,026
11/30/03	226,605,026	-	755,350	-	-	-	-	226,605,026
12/31/03	226,605,026	-	755,350	4,532,101	-	-	-	231,137,127
1/31/04	231,137,127	-	770,457	-	-	-	-	231,137,127
2/28/04	231,137,127	-	770,457	-	-	-	-	231,137,127
3/31/04	231,137,127	-	770,457	-	-	-	-	231,137,127
4/30/04	231,137,127	-	770,457	-	(6,846,069)	(8,080,482)	(14,926,551)	216,210,576
5/31/04	216,210,576	-	720,702	-	(6,846,069)	(13,333,333)	(20,179,403)	196,031,173
6/30/04	196,031,173	-	653,437	4,455,968	(6,846,069)	(13,009,533)	(19,855,603)	180,631,538
7/31/04	180,631,538	-	602,105	-	-	-	-	180,631,538
8/31/04	180,631,538	-	602,105	-	(15,241,017)	-	(15,241,017)	165,390,520
9/30/04	165,390,520	-	551,302	-	(28,419,343)	(5,000,000)	(33,419,343)	131,971,177
10/31/04	131,971,177	-	439,904	-	(15,197,575)	(6,666,667)	(21,864,242)	110,106,935
11/30/04	110,106,935	-	367,023	-	(15,197,575)	(6,666,667)	(21,864,242)	88,242,693
12/31/04	88,242,693	-	294,142	2,856,581	(15,197,575)	(6,606,072)	(21,803,648)	69,295,627

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Base Case

Period				MassPike Contribution				
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
1/31/05	69,295,627	-	230,985	-	-	(8,333,333)	(8,333,333)	60,962,294
2/28/05	60,962,294	-	203,208	-	-	(8,333,333)	(8,333,333)	52,628,960
3/31/05	52,628,960	-	175,430	-	-	(8,333,333)	(8,333,333)	44,295,627
4/30/05	44,295,627	-	147,652	-	-	(13,333,333)	(13,333,333)	30,962,294
5/31/05	30,962,294	-	103,208	-	-	(13,333,333)	(13,333,333)	17,628,960
6/30/05	17,628,960	-	58,763	919,246	-	(13,333,333)	(13,333,333)	5,214,873
7/31/05	5,214,873	-	17,383	-			-	5,214,873
8/31/05	5,214,873	-	17,383	-			-	5,214,873
9/30/05	5,214,873	-	17,383	-			-	5,214,873
10/31/05	5,214,873	-	17,383	-			-	5,214,873
11/30/05	5,214,873	-	17,383	-			-	5,214,873
12/31/05	5,214,873	-	17,383	104,297			-	5,319,170
1/31/06	5,319,170	-	17,731	-			-	5,319,170
		-	28,508,149	28,490,418	(109,791,295)	(124,362,754)	(234.154,049)	

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Base Case

Period	Massport Contribution							
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
6/30/00								
7/31/00								
8/31/00								
9/30/00								
10/31/00								
11/30/00								
12/31/00								
1/31/01								
2/28/01								
3/31/01								
4/30/01								
5/31/01								
6/30/01								
7/31/01	66,353,656							66,353,656
8/31/01	66,353,656	-	193,531	-	(39,969,450)	(7,500,000)	(47,469,450)	18,884,207
9/30/01	18,884,207	-	55,079	-	(11,384,207)	(7,500,000)	(18,884,207)	0
10/31/01	0	-	0	-	-	(0)	(0)	0
11/30/01	0	-	0	-	-	(0)	(0)	(0)
12/31/01	(0)	-	-	248,610	-	(248,610)	(248,610)	-
1/31/02	-	-	-	-	-	-	-	-
2/28/02	-	-	-	-	-	-	-	-
3/31/02	-	-	-	-	-	-	-	-
4/30/02	-	-	-	-	-	-	-	-
5/31/02	-	-	-	-	-	-	-	-
6/30/02	-	-	-	-	-	-	-	-
7/31/02	-	-	-	-	-	-	-	-
8/31/02	-	-	-	-	-	-	-	-
9/30/02	-	-	-	-	-	-	-	-
10/31/02	-	-	-	-	-	-	-	-
11/30/02	-	-	-	-	-	-	-	-
12/31/02	-	-	-	-	-	-	-	-
1/31/03	-	-	-	-	-	-	-	-
2/28/03	-	-	-	-	-	-	-	-
3/31/03	-	-	-	-	-	-	-	-
4/30/03	-	-	-	-	-	-	-	-
5/31/03	-	-	-	-	-	-	-	-
6/30/03	-	-	-	-	-	-	-	-
7/31/03	-	-	-	-	-	-	-	-
8/31/03	-	-	-	-	-	-	-	-
9/30/03	-	-	-	-	-	-	-	-
10/31/03	-	-	-	-	-	-	-	-
11/30/03	-	-	-	-	-	-	-	-
12/31/03	-	-	-	-	-	-	-	-
1/31/04	-	-	-	-	-	-	-	-
2/28/04	-	-	-	-	-	-	-	-
3/31/04	-	-	-	-	-	-	-	-
4/30/04	-	-	-	-	-	-	-	-
5/31/04	-	-	-	-	-	-	-	-
6/30/04	-	-	-	-	-	-	-	-
7/31/04	-	-	-	-	-	-	-	-
8/31/04	-	-	-	-	-	-	-	-
9/30/04	-	-	-	-	-	-	-	-
10/31/04	-	-	-	-	-	-	-	-
11/30/04	-	-	-	-	-	-	-	-
12/31/04	-	-	-	-	-	-	-	-

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Base Case

Period	Massport Contribution							
Ending	**Begin Balance**	**Deposit**	**Earnings Accrued**	**Earnings Credited**	**CA/T Expenditures**	**SRB Expenditures**	**Total Expenditures**	**End Balance**
1/31/05	-	-	-	-	-	-	-	-
2/28/05	-	-	-	-	-	-	-	-
3/31/05	-	-	-	-	-	-	-	-
4/30/05	-	-	-	-	-	-	-	-
5/31/05	-	-	-	-	-	-	-	-
6/30/05	-	-	-	-	-	-	-	-
7/31/05	-	-	-	-			-	-
8/31/05	-	-	-	-			-	-
9/30/05	-	-	-	-			-	-
10/31/05	-	-	-	-			-	-
11/30/05	-	-	-	-			-	-
12/31/05	-	-	-	-			-	-
1/31/06	-	-	-	-			-	-
		-	248,610	248,610	(51,353.656)	(15,248,610)	(66.602,267)	

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Base Case

Period	Excess Registry & License Fees							
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
6/30/00								
7/31/00								
8/31/00								
9/30/00								
10/31/00								
11/30/00								
12/31/00								
1/31/01								
2/28/01								
3/31/01								
4/30/01								
5/31/01								
6/30/01								
7/31/01	67,901,015							67,901,015
8/31/01	67,901,015	-	198,045	-	-	-	-	67,901,015
9/30/01	67,901,015	-	198,045	-	-	-	-	67,901,015
10/31/01	67,901,015	-	198,045	-	-	-	-	67,901,015
11/30/01	67,901,015	-	198,045	-	-	-	-	67,901,015
12/31/01	67,901,015	-	198,045	990,223	-	-	-	68,891,238
1/31/02	68,891,238	-	200,933	-	-	-	-	68,891,238
2/28/02	68,891,238	-	200,933	-	-	-	-	68,891,238
3/31/02	68,891,238	-	200,933	-	-	-	-	68,891,238
4/30/02	68,891,238	-	200,933	-	-	-	-	68,891,238
5/31/02	68,891,238	-	200,933	-	-	-	-	68,891,238
6/30/02	68,891,238	-	200,933	1,205,597	-	-	-	70,096,834
7/31/02	70,096,834	69,520,194	233,656	-	-	-	-	139,617,028
8/31/02	139,617,028	-	465,390	-	-	-	-	139,617,028
9/30/02	139,617,028	-	465,390	-	-	-	-	139,617,028
10/31/02	139,617,028	-	465,390	-	-	-	-	139,617,028
11/30/02	139,617,028	-	465,390	-	-	-	-	139,617,028
12/31/02	139,617,028	-	465,390	2,560,607	-	-	-	142,177,635
1/31/03	142,177,635	-	473,925	-	-	-	-	142,177,635
2/28/03	142,177,635	-	473,925	-	-	-	-	142,177,635
3/31/03	142,177,635	-	473,925	-	-	-	-	142,177,635
4/30/03	142,177,635	-	473,925	-	-	-	-	142,177,635
5/31/03	142,177,635	-	473,925	-	-	-	-	142,177,635
6/30/03	142,177,635	-	473,925	2,843,553	-	-	-	145,021,187
7/31/03	145,021,187	68,508,379	483,404	-	-	-	-	213,529,566
8/31/03	213,529,566	-	711,765	-	-	-	-	213,529,566
9/30/03	213,529,566	-	711,765	-	-	-	-	213,529,566
10/31/03	213,529,566	-	711,765	-	(53,519,155)	-	(53,519,155)	160,010,412
11/30/03	160,010,412	-	533,368	-	(54,209,902)	(6,666,667)	(60,876,569)	99,133,843
12/31/03	99,133,843	-	330,446	3,482,514	(54,209,902)	(5,089,304)	(59,299,206)	43,317,151
1/31/04	43,317,151	-	144,391	-	(4,354,766)	(8,333,333)	(12,688,100)	30,629,051
2/28/04	30,629,051	-	102,097	-	(4,354,766)	(8,333,333)	(12,688,100)	17,940,951
3/31/04	17,940,951	-	59,803	-	(4,354,766)	(8,333,333)	(12,688,100)	5,252,852
4/30/04	5,252,852	-	17,510	-	-	(5,252,852)	(5,252,852)	0
5/31/04	0	-	0	-	-	(0)	(0)	0
6/30/04	0	-	0	323,800	-	(323,800)	(323,800)	(0)
7/31/04	(0)	51,597,669	-	-	(28,419,343)	(5,000,000)	(33,419,343)	18,178,326
8/31/04	18,178,326	-	60,594	-	(13,178,326)	(5,000,000)	(18,178,326)	(0)
9/30/04	(0)	-	-	-	-	0	0	-
10/31/04	-	-	-	-	-	-	-	-
11/30/04	-	-	-	-	-	-	-	-
12/31/04	-	-	-	60,594	-	(60,594)	(60,594)	-

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Base Case

Period	Excess Registry & License Fees							
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
1/31/05	-	-	-	-	-	-	-	-
2/28/05	-	-	-	-	-	-	-	-
3/31/05	-	-	-	-	-	-	-	-
4/30/05	-	-	-	-	-	-	-	-
5/31/05	-	-	-	-	-	-	-	-
6/30/05	-	-	-	-	-	-	-	-
7/31/05	-	49,164,669	-	-			-	49,164,669
8/31/05	49,164,669	-	163,882	-			-	49,164,669
9/30/05	49,164,669	-	163,882	-			-	49,164,669
10/31/05	49,164,669	-	163,882	-			-	49,164,669
11/30/05	49,164,669	-	163,882	-			-	49,164,669
12/31/05	49,164,669	-	163,882	819,411			-	49,984,080
1/31/06	49,984,080	-	166,614	-			-	49,984,080
		238,790,911	12,452,912	12,286,298	(216,600,927)	(52,393,217)	(268,994,144)	

Commonwealth of Massachusetts **Base Case**

Central Artery and Statewide Road and Bridge Infrastructure Fund

Use of Available Funds

Period	Total Expenditures		
Ending	CA/T	SRB	Total
6/30/00			
7/31/00			
8/31/00			
9/30/00			
10/31/00			
11/30/00			
12/31/00			
1/31/01			
2/28/01			
3/31/01			
4/30/01			
5/31/01			
6/30/01			
7/31/01			
8/31/01	(39,969,450)	(7,500,000)	(47,469,450)
9/30/01	(39,969,450)	(7,500,000)	(47,469,450)
10/31/01	(73,007,838)	(6,666,667)	(79,674,505)
11/30/01	(73,007,838)	(6,666,667)	(79,674,505)
12/31/01	(73,007,838)	(6,666,667)	(79,674,505)
1/31/02	(52,738,301)	(8,333,333)	(61,071,634)
2/28/02	(52,738,301)	(8,333,333)	(61,071,634)
3/31/02	(52,738,301)	(8,333,333)	(61,071,634)
4/30/02	(66,519,334)	(13,333,333)	(79,852,667)
5/31/02	(66,519,334)	(13,333,333)	(79,852,667)
6/30/02	(66,519,334)	(13,333,333)	(79,852,667)
7/31/02	(68,122,743)	(5,000,000)	(73,122,743)
8/31/02	(68,122,743)	(5,000,000)	(73,122,743)
9/30/02	(68,122,743)	(5,000,000)	(73,122,743)
10/31/02	(66,163,969)	(6,666,667)	(72,830,635)
11/30/02	(66,163,969)	(6,666,667)	(72,830,635)
12/31/02	(66,163,969)	(6,666,667)	(72,830,635)
1/31/03	(55,351,155)	(8,333,333)	(63,684,488)
2/28/03	(55,351,155)	(8,333,333)	(63,684,488)
3/31/03	(55,351,155)	(8,333,333)	(63,684,488)
4/30/03	(59,802,260)	(13,333,333)	(73,135,593)
5/31/03	(59,802,260)	(13,333,333)	(73,135,593)
6/30/03	(59,802,260)	(13,333,333)	(73,135,593)
7/31/03	(68,963,195)	(5,000,000)	(73,963,195)
8/31/03	(68,963,195)	(5,000,000)	(73,963,195)
9/30/03	(68,963,195)	(5,000,000)	(73,963,195)
10/31/03	(54,209,902)	(6,666,667)	(60,876,569)
11/30/03	(54,209,902)	(6,666,667)	(60,876,569)
12/31/03	(54,209,902)	(6,666,667)	(60,876,569)
1/31/04	(4,354,766)	(8,333,333)	(12,688,100)
2/28/04	(4,354,766)	(8,333,333)	(12,688,100)
3/31/04	(4,354,766)	(8,333,333)	(12,688,100)
4/30/04	(6,846,069)	(13,333,333)	(20,179,403)
5/31/04	(6,846,069)	(13,333,333)	(20,179,403)
6/30/04	(6,846,069)	(13,333,333)	(20,179,403)
7/31/04	(28,419,343)	(5,000,000)	(33,419,343)
8/31/04	(28,419,343)	(5,000,000)	(33,419,343)
9/30/04	(28,419,343)	(5,000,000)	(33,419,343)
10/31/04	(15,197,575)	(6,666,667)	(21,864,242)
11/30/04	(15,197,575)	(6,666,667)	(21,864,242)
12/31/04	(15,197,575)	(6,666,667)	(21,864,242)

Commonwealth of Massachusetts **Base Case**
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period	Total Expenditures		
Ending	CA/T	SRB	Total
1/31/05	-	(8,333,333)	(8,333,333)
2/28/05	-	(8,333,333)	(8,333,333)
3/31/05	-	(8,333,333)	(8,333,333)
4/30/05	-	(13,333,333)	(13,333,333)
5/31/05	-	(13,333,333)	(13,333,333)
6/30/05	-	(13,333,333)	(13,333,333)
7/31/05	-	-	-
8/31/05	-	-	-
9/30/05	-	-	-
10/31/05	-	-	-
11/30/05	-	-	-
12/31/05	-	-	-
1/31/06	-	-	-
	(1,939,028,248)	(400,000,000)	(2,339,028,248)

Commonwealth of Massachusetts

Central Artery and Statewide Road and Bridge Infrastructure Fund

Estimated Investment Agreement Cash Flow

Period Ending	Beginning Balance	Commonwealth Bond Proceeds	Avoided Debt Service	MassPike Contribution	Massport Contribution	Registry & License Fees	Debt Service	Interest Earnings	Withdrawals		Ending Balance
									CA/T Expenditures	SRB Expenditures	
8/1/01	-	-	-	-	-	-	-	-	-	-	1,712,962,981
12/31/01	1,712,962,981	-	-	-	-	-	-	23,314,390	(298,962,413)	(35,000,000)	1,402,314,958
6/30/02	1,402,314,958	-	-	-	-	-	-	21,704,294	(357,772,903)	(65,000,000)	1,001,246,349
12/31/02	1,001,246,349	-	-	-	-	105,115,000	(35,594,806)	17,530,381	(402,860,135)	(35,000,000)	650,436,789
6/30/03	650,436,789	350,000,000	-	-	-	-	-	10,896,667	(345,460,243)	(65,000,000)	600,873,213
12/31/03	600,873,213	-	-	-	-	106,473,000	(37,964,621)	9,017,717	(438,430,504)	(35,000,000)	204,968,805
6/30/04	204,968,805	137,822,425	-	-	-	-	-	3,734,614	(102,513,720)	(65,000,000)	179,012,124
12/31/04	179,012,124	-	-	-	-	107,850,000	(56,252,331)	2,884,787	(130,850,756)	(35,000,000)	67,643,825
6/30/05	67,643,825	-	-	-	-	-	-	886,210	-	(65,000,000)	3,530,035
12/31/05	3,530,035	-	-	-	-	105,417,000	(65,551,473)	735,026	-	-	44,130,588
		487,822,425	-	-	-	424,855,000	(195,363,232)	90,704,086	(2,076,850,673)	(400,000,000)	

Interest Earnings Rate SFY03-SFY05	Ending Balance
3.50%	2,511,057
3.75%	3,015,322
4.00%	3,530,035
4.25%	4,055,289
4.50%	4,591,180
4.75%	5,137,803
5.00%	5,695,253
5.25%	6,263,627
5.50%	6,843,021
5.75%	7,433,533
6.00%	8,035,260
6.25%	8,648,301
6.50%	9,272,755
6.75%	9,908,720
7.00%	10,556,296

Additional Proceeds Capacity $137,822,425

and Assumptions:

- Additional capacity debt service ramped against Excess Registry & License Fees
- Assumes additional CA/T Expenditures are level monthly draws during FY04.

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Estimated Investment Agreement Cash Flow

Period Ending	Beginning Balance	Commonwealth Bond Proceeds	Avoided Debt Service	MassPike Contribution	Massport Contribution	Debt Service	Registry & License Fees	Interest Earnings		Withdrawals		Ending Balance
								Accrued	Credited to Fund	CA/T Expenditures	SRB Expenditures	
6/30/00												
7/31/00												
8/31/00												
9/30/00												
10/31/00												
11/30/00												
12/31/00												
1/31/01												
2/28/01												
3/31/01												
4/30/01												
5/31/01												
6/30/01												
7/31/01	1,712,962,981	-	-	-	-	-	-	-	-	-	-	1,712,962,981
8/31/01	1,712,962,981	-	-	-	-	-	-	4,996,142	-	(39,969,450)	(7,500,000)	1,665,493,531
9/30/01	1,665,493,531	-	-	-	-	-	-	4,857,689	-	(39,969,450)	(7,500,000)	1,618,024,082
10/31/01	1,618,024,082	-	-	-	-	-	-	4,719,237	-	(73,007,838)	(6,666,667)	1,538,349,577
11/30/01	1,538,349,577	-	-	-	-	-	-	4,486,853	-	(73,007,838)	(6,666,667)	1,458,675,073
12/31/01	1,458,675,073	-	-	-	-	-	-	4,254,469	23,314,390	(73,007,838)	(6,666,667)	1,402,314,958
1/31/02	1,402,314,958	-	-	-	-	-	-	4,090,085	-	(52,738,301)	(8,333,333)	1,341,243,324
2/28/02	1,341,243,324	-	-	-	-	-	-	3,911,960	-	(52,738,301)	(8,333,333)	1,280,171,690
3/31/02	1,280,171,690	-	-	-	-	-	-	3,733,834	-	(52,738,301)	(8,333,333)	1,219,100,056
4/30/02	1,219,100,056	-	-	-	-	-	-	3,555,708	-	(66,519,334)	(13,333,333)	1,139,247,389
5/31/02	1,139,247,389	-	-	-	-	-	-	3,322,805	-	(66,519,334)	(13,333,333)	1,059,394,722
6/30/02	1,059,394,722	-	-	-	-	-	-	3,089,901	21,704,294	(66,519,334)	(13,333,333)	1,001,246,349
7/31/02	1,001,246,349	-	-	-	-	(35,594,806)	105,115,000	3,337,488	-	(68,122,743)	(5,000,000)	997,643,800
8/31/02	997,643,800	-	-	-	-	-	-	3,325,479	-	(68,122,743)	(5,000,000)	924,521,057
9/30/02	924,521,057	-	-	-	-	-	-	3,081,737	-	(68,122,743)	(5,000,000)	851,398,314
10/31/02	851,398,314	-	-	-	-	-	-	2,837,994	-	(66,163,969)	(6,666,667)	778,567,678
11/30/02	778,567,678	-	-	-	-	-	-	2,595,226	-	(66,163,969)	(6,666,667)	705,737,043
12/31/02	705,737,043	-	-	-	-	-	-	2,352,457	17,530,381	(66,163,969)	(6,666,667)	650,436,789
1/31/03	650,436,789	-	-	-	-	-	-	2,168,123	-	(55,351,155)	(8,333,333)	586,752,301
2/28/03	586,752,301	-	-	-	-	-	-	1,955,841	-	(55,351,155)	(8,333,333)	523,067,813
3/31/03	523,067,813	-	-	-	-	-	-	1,743,559	-	(55,351,155)	(8,333,333)	459,383,325
4/30/03	459,383,325	-	-	-	-	-	-	1,531,278	-	(59,802,260)	(13,333,333)	386,247,732
5/31/03	386,247,732	350,000,000	-	-	-	-	-	1,287,492	-	(59,802,260)	(13,333,333)	663,112,139
6/30/03	663,112,139	-	-	-	-	-	-	2,210,374	10,896,667	(59,802,260)	(13,333,333)	600,873,213
7/31/03	600,873,213	-	-	-	-	(37,964,621)	106,473,000	2,002,911	-	(80,448,397)	(5,000,000)	583,933,194
8/31/03	583,933,194	-	-	-	-	-	-	1,946,444	-	(80,448,397)	(5,000,000)	498,484,797
9/30/03	498,484,797	-	-	-	-	-	-	1,661,616	-	(80,448,397)	(5,000,000)	413,036,400
10/31/03	413,036,400	-	-	-	-	-	-	1,376,788	-	(65,695,104)	(6,666,667)	340,674,629
11/30/03	340,674,629	-	-	-	-	-	-	1,135,582	-	(65,695,104)	(6,666,667)	268,312,859
12/31/03	268,312,859	-	-	-	-	-	-	894,376	9,017,717	(65,695,104)	(6,666,667)	204,968,805
1/31/04	204,968,805	-	-	-	-	-	-	683,229	-	(15,839,968)	(8,333,333)	180,795,503
2/28/04	180,795,503	-	-	-	-	-	-	602,652	-	(15,839,968)	(8,333,333)	156,622,201
3/31/04	156,622,201	-	-	-	-	-	-	522,074	-	(15,839,968)	(8,333,333)	132,448,899
4/30/04	132,448,899	137,822,425	-	-	-	-	-	441,496	-	(18,331,271)	(13,333,333)	238,606,720
5/31/04	238,606,720	-	-	-	-	-	-	795,356	-	(18,331,271)	(13,333,333)	206,942,115
6/30/04	206,942,115	-	-	-	-	-	-	689,807	3,734,614	(18,331,271)	(13,333,333)	179,012,124
7/31/04	179,012,124	-	-	-	-	(56,252,331)	107,850,000	596,707	-	(28,419,343)	(5,000,000)	197,190,450
8/31/04	197,190,450	-	-	-	-	-	-	657,302	-	(28,419,343)	(5,000,000)	163,771,107
9/30/04	163,771,107	-	-	-	-	-	-	545,904	-	(28,419,343)	(5,000,000)	130,351,764
10/31/04	130,351,764	-	-	-	-	-	-	434,506	-	(15,197,575)	(6,666,667)	108,487,522
11/30/04	108,487,522	-	-	-	-	-	-	361,625	-	(15,197,575)	(6,666,667)	86,623,280
12/31/04	86,623,280	-	-	-	-	-	-	288,744	2,884,787	(15,197,575)	(6,666,667)	67,643,825
1/31/05	67,643,825	-	-	-	-	-	-	225,479	-	-	(8,333,333)	59,310,492
2/28/05	59,310,492	-	-	-	-	-	-	197,702	-	-	(8,333,333)	50,977,158
3/31/05	50,977,158	-	-	-	-	-	-	169,924	-	-	(8,333,333)	42,643,825
4/30/05	42,643,825	-	-	-	-	-	-	142,146	-	-	(13,333,333)	29,310,492

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Estimated Investment Agreement Cash Flow

Period Ending	Beginning Balance	Commonwealth Bond Proceeds	Avoided Debt Service	MassPike Contribution	Massport Contribution	Debt Service	Registry & License Fees	Interest Earnings		Withdrawals		Ending Balance
								Accrued	Credited to Fund	CA/T Expenditures	SRB Expenditures	
5/31/05	29,310,492	-	-	-	-	-	-	97,702	-	-	(13,333,333)	15,977,158
6/30/05	15,977,158	-	-	-	-	-	-	53,257	886,210	-	(13,333,333)	3,530,035
7/31/05	3,530,035	-	-	-	-	(65,551,473)	105,417,000	11,767	-			43,395,562
8/31/05	43,395,562	-	-	-	-	-	-	144,652	-			43,395,562
9/30/05	43,395,562	-	-	-	-	-	-	144,652	-			43,395,562
10/31/05	43,395,562	-	-	-	-	-	-	144,652	-			43,395,562
11/30/05	43,395,562	-	-	-	-	-	-	144,652	-			43,395,562
12/31/05	43,395,562	-	-	-	-	-	-	144,652	735,026			44,130,588
		487,822,425	-	-	-	(195,363,232)	424,855,000	90,704,086	90,704,086	(2,076,850,673)	(400,000,000)	

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Estimated Debt Service

	GO Bonds 2000 Sr C		Projected Fixed Rate Bonds					2000 CA/T Bonds Series A, B, D, E, F and G				Additional Debt Capacity					Total Fiscal Year Debt Service	Registry & License Fees	Remaining Registry & License Fees
Date	Debt Service	Fiscal Year	Principal	Coupon	Interest	Debt Service	Fiscal Year	Principal	Coupon	Interest	Fiscal Year	Principal	Coupon	Interest	Debt Service	Fiscal Year			
11/2/00																			
5/1/01	8,139,497	8,139,497					-			8,971,443	8,971,443					-	17,110,940	87,113,000	67,901,014
11/1/01	8,825,961	-					-		2.650%	8,971,443	-					-	-	-	-
5/1/02	8,825,961	17,651,921					-		2.650%	8,971,443	17,942,885					-	35,594,806	105,115,000	69,520,194
11/1/02	8,825,961	-				-	-		3.000%	10,156,350	-				-	-	-	-	-
5/1/03	8,825,961	17,651,921				-	-		3.000%	10,156,350	20,312,700				-	-	37,964,621	106,473,000	68,508,379
11/1/03	8,825,961	-			9,143,855	9,143,855	-		3.000%	10,156,350	-				-	-	-	-	-
5/1/04	8,825,961	17,651,921			9,143,855	9,143,855	18,287,710		3.000%	10,156,350	20,312,700				-	-	56,252,331	107,850,000	51,597,669
11/1/04	8,825,961	-			9,143,855	9,143,855	-		3.000%	10,156,350	-			5,007,231	5,007,231	-	-	-	-
5/1/05	8,825,961	17,651,921			9,143,855	9,143,855	18,287,710		3.000%	10,156,350	20,312,700			4,291,912	4,291,912	9,299,143	65,551,473	105,417,000	39,865,527
11/1/05	8,825,961	-			9,143,855	9,143,855	-		5.000%	16,927,250	-	11,245,000	3.920%	4,291,912	15,536,912	-	-	-	-
5/1/06	8,825,961	17,651,921	16,540,000	3.940%	9,143,855	25,683,855	34,827,710		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	19,608,422	105,942,553	105,944,085	1,532
11/1/06	21,115,961	-	-		8,818,017	8,818,017	-		5.000%	16,927,250	-	-	4.170%	4,071,510	4,071,510	-	-	-	-
5/1/07	8,534,186	29,650,146	17,190,000	4.230%	8,818,017	26,008,017	34,826,034		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,473,700	106,473,805	106
11/1/07	21,479,186	-	-		8,454,448	8,454,448	-		5.000%	16,927,250	-	-	4.440%	4,071,510	4,071,510	-	-	-	-
5/1/08	8,181,739	29,660,925	17,920,000	4.510%	8,454,448	26,374,448	34,828,897		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,487,342	107,006,174	518,833
11/1/08	21,841,739	-	-		8,050,352	8,050,352	-		5.000%	16,927,250	-	-	4.730%	4,071,510	4,071,510	-	-	-	-
5/1/09	7,812,105	29,653,844	18,725,000	4.680%	8,050,352	26,775,352	34,825,705		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,477,069	107,541,205	1,064,136
11/1/09	22,232,105	-	-		7,612,187	7,612,187	-		5.000%	16,927,250	-	-	5.010%	4,071,510	4,071,510	-	-	-	-
5/1/10	7,424,035	29,656,140	19,600,000	4.860%	7,612,187	27,212,187	34,824,375		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,478,035	108,078,911	1,600,877
11/1/10	22,644,035	-	-		7,135,907	7,135,907	-		5.000%	16,927,250	-	-	5.180%	4,071,510	4,071,510	-	-	-	-
5/1/11	7,017,879	29,661,914	20,555,000	4.990%	7,135,907	27,690,907	34,826,815		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,486,248	108,619,306	2,133,058
11/1/11	23,087,879	-	-		6,623,060	6,623,060	-		5.000%	16,927,250	-	-	5.360%	4,071,510	4,071,510	-	-	-	-
5/1/12	6,561,576	29,649,454	21,580,000	5.100%	6,623,060	28,203,060	34,826,120		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,473,094	109,162,402	2,689,308
11/1/12	23,581,576	-	-		6,072,770	6,072,770	-		5.000%	16,927,250	-	-	5.490%	4,071,510	4,071,510	-	-	-	-
5/1/13	6,075,391	29,656,966	22,680,000	5.190%	6,072,770	28,752,770	34,825,540		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,480,026	109,708,214	3,228,188
11/1/13	24,085,391	-	-		5,484,224	5,484,224	-		5.000%	16,927,250	-	-	5.600%	4,071,510	4,071,510	-	-	-	-
5/1/14	5,572,547	29,657,938	23,860,000	5.320%	5,484,224	29,344,224	34,828,448		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,483,906	110,256,756	3,772,850
11/1/14	24,632,547	-	-		4,849,548	4,849,548	-		5.000%	16,927,250	-	-	5.690%	4,071,510	4,071,510	-	-	-	-
5/1/15	5,027,041	29,659,588	25,130,000	5.395%	4,849,548	29,979,548	34,829,096		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,486,204	110,808,039	4,321,836
11/1/15	25,207,041	-	-		4,171,666	4,171,666	-		5.000%	16,927,250	-	-	5.820%	4,071,510	4,071,510	-	-	-	-
5/1/16	4,450,894	29,657,935	26,485,000	5.470%	4,171,666	30,656,666	34,828,333		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,483,788	111,362,079	4,878,292
11/1/16	25,815,894	-	-		3,447,302	3,447,302	-		5.000%	16,927,250	-	-	5.895%	4,071,510	4,071,510	-	-	-	-
5/1/17	3,839,888	29,655,783	27,930,000	5.570%	3,447,302	31,377,302	34,824,603		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,477,906	111,918,890	5,440,984
11/1/17	26,464,888	-	-		2,669,451	2,669,451	-		5.000%	16,927,250	-	-	5.970%	4,071,510	4,071,510	-	-	-	-
5/1/18	3,190,479	29,655,368	29,490,000	5.630%	2,669,451	32,159,451	34,828,902		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,481,790	112,478,484	5,996,695
11/1/18	27,135,479	-	-		1,839,308	1,839,308	-		5.000%	16,927,250	-	-	6.070%	4,071,510	4,071,510	-	-	-	-
5/1/19	2,531,208	29,666,687	31,150,000	5.700%	1,839,308	32,989,308	34,828,615		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,492,822	113,040,877	6,548,055
11/1/19	27,861,208	-	-		951,533	951,533	-		5.000%	16,927,250	-	-	6.130%	4,071,510	4,071,510	-	-	-	-
5/1/20	1,803,630	29,664,838	32,925,000	5.780%	951,533	33,876,533	34,828,065		5.000%	16,927,250	33,854,500	-		4,071,510	4,071,510	8,143,020	106,490,423	113,606,081	7,115,659
11/1/20	28,583,630	-	-		-	-	-	22,395,000	5.000%	16,927,250	-	8,080,000	6.200%	4,071,510	12,151,510	-	-	-	-
5/1/21	1,075,550	29,659,180	-	5.830%	-	-	-	-	5.000%	16,367,375	55,689,625	-		3,821,030	3,821,030	15,972,540	101,321,345	114,174,112	12,852,767
11/1/21	29,960,550	-	-		-	-	-	16,640,000	5.000%	16,367,375	-	15,280,000	6.280%	3,821,030	19,101,030	-	-	-	-
5/1/22	299,963	30,260,513	-	5.920%	-	-	-	-	5.000%	15,951,375	48,958,750	-		3,341,238	3,341,238	22,442,268	101,661,531	114,744,982	13,083,452
11/1/22	11,434,963	-	-		-	-	-	30,100,000	5.000%	15,951,375	-	23,350,000	6.330%	3,341,238	26,691,238	-	-	-	-
5/1/23	-	11,434,963	-	5.940%	-	-	-	-	5.000%	15,198,875	61,250,250	-		2,602,211	2,602,211	29,293,449	101,978,661	115,318,707	13,340,046
11/1/23	-	-	-		-	-	-	42,875,000	5.000%	15,198,875	-	25,890,000	6.420%	2,602,211	28,492,211	-	-	-	-
5/1/24	-	-	-	5.970%	-	-	-	-	5.000%	14,127,000	72,200,875	-		1,771,142	1,771,142	30,263,352	102,464,227	115,895,301	13,431,074
11/1/24	-	-	-		-	-	-	47,080,000	5.000%	14,127,000	-	26,175,000	6.440%	1,771,142	27,946,142	-	-	-	-
5/1/25	-	-	-	5.990%	-	-	-	-	5.000%	12,950,000	74,157,000	-		928,307	928,307	28,874,448	103,031,448	116,474,777	13,443,329
11/1/25	-	-	-		-	-	-	76,790,000	5.000%	12,950,000	-	1,830,000	6.470%	928,307	2,758,307	-	-	-	-
5/1/26	-	-	-	6.000%	-	-	-	-	5.000%	11,030,250	100,770,250	-		869,106	869,106	3,627,413	104,397,663	117,057,151	12,659,488
11/1/26	-	-	-		-	-	-	80,455,000	5.000%	11,030,250	-	2,800,000	6.490%	869,106	3,669,106	-	-	-	-
5/1/27	-	-	-	6.010%	-	-	-	-	5.000%	9,018,875	100,504,125	-		778,246	778,246	4,447,352	104,951,477	117,642,437	12,690,960
11/1/27	-	-	-		-	-	-	84,290,000	5.000%	9,018,875	-	3,850,000	6.500%	778,246	4,628,246	-	-	-	-
5/1/28	-	-	-	6.020%	-	-	-	-	5.000%	6,911,625	100,220,500	-		653,121	653,121	5,281,367	105,501,867	118,230,649	12,728,782
11/1/28	-	-	-		-	-	-	88,310,000	5.000%	6,911,625	-	4,990,000	6.510%	653,121	5,643,121	-	-	-	-
5/1/29	-	-	-	6.040%	-	-	-	-	5.000%	4,703,875	99,925,500	-		490,697	490,697	6,133,818	106,059,318	118,821,802	12,762,485
11/1/29	-	-	-		-	-	-	92,525,000	5.000%	4,703,875	-	6,210,000	6.520%	490,697	6,700,697	-	-	-	-

	GO Bonds 2000 Sr C		Projected Fixed Rate Bonds					2000 CA/T Bonds Series A, B, D, E, F and G				Additional Debt Capacity					Total		Remaining
Date	Debt Service	Fiscal Year	Principal	Coupon	Interest	Debt Service	Fiscal Year	Principal	Coupon	Interest	Fiscal Year	Principal	Coupon	Interest	Debt Service	Fiscal Year	Fiscal Year Debt Service	Registry & License Fees	Registry & License Fees
5/1/30	-	-	-	6.060%	-	-	-	-	5.000%	2,390,750	99,619,625	-		288,251	288,251	6,988,947	106,608,572	119,415,911	12,807,339
11/1/30	-	-	-		-	-	-	95,630,000	5.000%	2,390,750	-	8,815,000	6.540%	288,251	9,103,251	-	-	-	-
5/1/31	-	-	-		-	-	-			-	98,020,750	-		-	-	9,103,251	107,124,001	120,012,991	12,888,990
	582,961,283	582,961,283	351,760,000		207,222,674	558,982,674	558,982,674	677,090,000		829,897,178	1,506,987,178	138,515,000		166,823,048	305,338,048	305,338,048	2,954,269,181	3,445,762,130	489,391,902

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period Ending	Begin Balance	Deposit	Earnings Accrued	Commonwealth Bond Proceeds Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
6/30/00								
7/31/00								
8/31/00								
9/30/00								
10/31/00								
11/30/00								
12/31/00								
1/31/01								
2/28/01								
3/31/01								
4/30/01								
5/31/01								
6/30/01								
7/31/01	697,085,648							697,085,648
8/31/01	697,085,648	-	2,033,166	-	-	-	-	697,085,648
9/30/01	697,085,648	-	2,033,166	-	(28,585,243)	-	(28,585,243)	668,500,405
10/31/01	668,500,405	-	1,949,793	-	(73,007,838)	(6,666,667)	(79,674,505)	588,825,900
11/30/01	588,825,900	-	1,717,409	-	(73,007,838)	(6,666,667)	(79,674,505)	509,151,396
12/31/01	509,151,396	-	1,485,025	9,218,560	(73,007,838)	(6,418,056)	(79,425,894)	438,944,061
1/31/02	438,944,061	-	1,280,254	-	(52,738,301)	(8,333,333)	(61,071,634)	377,872,427
2/28/02	377,872,427	-	1,102,128	-	(52,738,301)	(8,333,333)	(61,071,634)	316,800,793
3/31/02	316,800,793	-	924,002	-	(52,738,301)	(8,333,333)	(61,071,634)	255,729,159
4/30/02	255,729,159	-	745,877	-	(66,519,334)	(13,333,333)	(79,852,667)	175,876,492
5/31/02	175,876,492	-	512,973	-	(66,519,334)	(13,333,333)	(79,852,667)	96,023,825
6/30/02	96,023,825	-	280,069	4,845,303	(66,519,334)	(13,333,333)	(79,852,667)	21,016,461
7/31/02	21,016,461	-	70,055	-	(16,016,461)	(5,000,000)	(21,016,461)	0
8/31/02	0	-	0	-	-	(0)	(0)	(0)
9/30/02	(0)	-	-	-	-	0	0	-
10/31/02	-	-	-	-	-	-	-	-
11/30/02	-	-	-	-	-	-	-	-
12/31/02	-	-	-	70,055	-	(70,055)	(70,055)	-
1/31/03	-	-	-	-	-	-	-	-
2/28/03	-	-	-	-	-	-	-	-
3/31/03	-	-	-	-	-	-	-	-
4/30/03	-	-	-	-	-	-	-	-
5/31/03	-	350,000,000	-	-	(59,802,260)	(13,333,333)	(73,135,593)	276,864,407
6/30/03	276,864,407	-	922,881	922,881	(59,802,260)	(13,333,333)	(73,135,593)	204,651,695
7/31/03	204,651,695	-	682,172	-	(80,448,397)	(5,000,000)	(85,448,397)	119,203,298
8/31/03	119,203,298	-	397,344	-	(80,448,397)	(5,000,000)	(85,448,397)	33,754,901
9/30/03	33,754,901	-	112,516	-	(28,754,901)	(5,000,000)	(33,754,901)	0
10/31/03	0	-	0	-	-	(0)	(0)	0
11/30/03	0	-	0	-	-	(0)	(0)	0
12/31/03	0	-	0	1,192,033	-	(1,192,033)	(1,192,033)	(0)
1/31/04	(0)	-	-	-	-	0	0	-
2/28/04	-	-	-	-	-	-	-	-
3/31/04	-	-	-	-	-	-	-	-
4/30/04	-	137,822,425	-	-	(18,331,271)	(13,333,333)	(31,664,605)	106,157,820
5/31/04	106,157,820	-	353,859	-	(18,331,271)	(13,333,333)	(31,664,605)	74,493,216
6/30/04	74,493,216	-	248,311	602,170	(18,331,271)	(13,333,333)	(31,664,605)	43,430,781
7/31/04	43,430,781	-	144,769	-	(28,419,343)	(5,000,000)	(33,419,343)	10,011,438
8/31/04	10,011,438	-	33,371	-	(5,011,438)	(5,000,000)	(10,011,438)	0
9/30/04	0	-	0	-	-	(0)	(0)	0
10/31/04	0	-	0	-	-	(0)	(0)	0
11/30/04	0	-	0	-	-	(0)	(0)	0
12/31/04	0	-	0	178,141	-	(178,141)	(178,141)	(0)

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period	Commonwealth Bond Proceeds							
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
1/31/05	(0)	-	-	-	-	0	0	-
2/28/05	-	-	-	-	-	-	-	-
3/31/05	-	-	-	-	-	-	-	-
4/30/05	-	-	-	-	-	-	-	-
5/31/05	-	-	-	-	-	-	-	-
6/30/05	-	-	-	-	-	-	-	-
7/31/05	-	-	-	-	-	-	-	-
8/31/05	-	-	-	-	-	-	-	-
9/30/05	-	-	-	-	-	-	-	-
10/31/05	-	-	-	-	-	-	-	-
11/30/05	-	-	-	-	-	-	-	-
12/31/05	-	-	-	-	-	-	-	-
1/31/06	-	-	-	-	-	-	-	-
		487,822,425	17,029,143	17,029,143	(1,019,078,931)	(182,858,285)	(1,201,937,215)	

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period Ending	Begin Balance	Deposit	Earnings Accrued	Avoided Debt Service Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
6/30/00								
7/31/00								
8/31/00								
9/30/00								
10/31/00								
11/30/00								
12/31/00								
1/31/01								
2/28/01								
3/31/01								
4/30/01								
5/31/01								
6/30/01								
7/31/01	636,050,427	34,589,435						670,639,862
8/31/01	670,639,862	-	1,956,033	-	-	-	-	670,639,862
9/30/01	670,639,862	-	1,956,033	-	-	-	-	670,639,862
10/31/01	670,639,862	-	1,956,033	-	-	(0)	(0)	670,639,862
11/30/01	670,639,862	-	1,956,033	-	-	0	0	670,639,862
12/31/01	670,639,862	-	1,956,033	9,780,165	-	0	0	680,420,026
1/31/02	680,420,026	-	1,984,558	-	-	-	-	680,420,026
2/28/02	680,420,026	-	1,984,558	-	-	-	-	680,420,026
3/31/02	680,420,026	-	1,984,558	-	-	-	-	680,420,026
4/30/02	680,420,026	-	1,984,558	-	-	-	-	680,420,026
5/31/02	680,420,026	-	1,984,558	-	-	-	-	680,420,026
6/30/02	680,420,026	-	1,984,558	11,907,350	-	-	-	692,327,377
7/31/02	692,327,377	-	2,307,758	-	(52,106,282)	-	(52,106,282)	640,221,095
8/31/02	640,221,095	-	2,134,070	-	(68,122,743)	(5,000,000)	(73,122,743)	567,098,352
9/30/02	567,098,352	-	1,890,328	-	(68,122,743)	(5,000,000)	(73,122,743)	493,975,609
10/31/02	493,975,609	-	1,646,585	-	(66,163,969)	(6,666,667)	(72,830,635)	421,144,974
11/30/02	421,144,974	-	1,403,817	-	(66,163,969)	(6,666,667)	(72,830,635)	348,314,338
12/31/02	348,314,338	-	1,161,048	10,543,606	(66,163,969)	(6,596,612)	(72,760,580)	286,097,364
1/31/03	286,097,364	-	953,658	-	(55,351,155)	(8,333,333)	(63,684,488)	222,412,876
2/28/03	222,412,876	-	741,376	-	(55,351,155)	(8,333,333)	(63,684,488)	158,728,388
3/31/03	158,728,388	-	529,095	-	(55,351,155)	(8,333,333)	(63,684,488)	95,043,900
4/30/03	95,043,900	-	316,813	-	(59,802,260)	(13,333,333)	(73,135,593)	21,908,307
5/31/03	21,908,307	-	73,028	-	-	-	-	21,908,307
6/30/03	21,908,307	-	73,028	2,686,997	-	-	-	24,595,304
7/31/03	24,595,304	-	81,984	-	-	-	-	24,595,304
8/31/03	24,595,304	-	81,984	-	-	-	-	24,595,304
9/30/03	24,595,304	-	81,984	-	(24,595,304)	-	(24,595,304)	0
10/31/03	0	-	0	-	-	(0)	(0)	(0)
11/30/03	(0)	-	-	-	-	0	0	-
12/31/03	-	-	-	245,953	-	(245,953)	(245,953)	-
1/31/04	-	-	-	-	-	-	-	-
2/28/04	-	-	-	-	-	-	-	-
3/31/04	-	-	-	-	-	-	-	-
4/30/04	-	-	-	-	-	-	-	-
5/31/04	-	-	-	-	-	-	-	-
6/30/04	-	-	-	-	-	-	-	-
7/31/04	-	-	-	-	-	-	-	-
8/31/04	-	-	-	-	-	-	-	-
9/30/04	-	-	-	-	-	-	-	-
10/31/04	-	-	-	-	-	-	-	-
11/30/04	-	-	-	-	-	-	-	-
12/31/04	-	-	-	-	-	-	-	-

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period	Avoided Debt Service							
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
1/31/05	-	-	-	-	-	-	-	-
2/28/05	-	-	-	-	-	-	-	-
3/31/05	-	-	-	-	-	-	-	-
4/30/05	-	-	-	-	-	-	-	-
5/31/05	-	-	-	-	-	-	-	-
6/30/05	-	-	-	-	-	-	-	-
7/31/05	-	-	-	-			-	-
8/31/05	-	-	-	-			-	-
9/30/05	-	-	-	-			-	-
10/31/05	-	-	-	-			-	-
11/30/05	-	-	-	-			-	-
12/31/05	-	-	-	-			-	-
1/31/06	-	-	-	-			-	-
		34,589,435	35,164,071	35,164,071	(637,294,701)	(68,509,232)	(705,803,933)	

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period				MassPike Contribution				
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
6/30/00								
7/31/00								
8/31/00								
9/30/00								
10/31/00								
11/30/00								
12/31/00								
1/31/01								
2/28/01								
3/31/01								
4/30/01								
5/31/01								
6/30/01								
7/31/01	210,982,801							210,982,801
8/31/01	210,982,801	-	615,367	-	-	-	-	210,982,801
9/30/01	210,982,801	-	615,367	-	-	-	-	210,982,801
10/31/01	210,982,801	-	615,367	-	-	-	-	210,982,801
11/30/01	210,982,801	-	615,367	-	-	-	-	210,982,801
12/31/01	210,982,801	-	615,367	3,076,833	-	-	-	214,059,633
1/31/02	214,059,633	-	624,341	-	-	-	-	214,059,633
2/28/02	214,059,633	-	624,341	-	-	-	-	214,059,633
3/31/02	214,059,633	-	624,341	-	-	-	-	214,059,633
4/30/02	214,059,633	-	624,341	-	-	-	-	214,059,633
5/31/02	214,059,633	-	624,341	-	-	-	-	214,059,633
6/30/02	214,059,633	-	624,341	3,746,044	-	-	-	217,805,677
7/31/02	217,805,677	-	726,019	-	-	-	-	217,805,677
8/31/02	217,805,677	-	726,019	-	-	-	-	217,805,677
9/30/02	217,805,677	-	726,019	-	-	-	-	217,805,677
10/31/02	217,805,677	-	726,019	-	-	-	-	217,805,677
11/30/02	217,805,677	-	726,019	-	-	-	-	217,805,677
12/31/02	217,805,677	-	726,019	4,356,114	-	-	-	222,161,790
1/31/03	222,161,790	-	740,539	-	-	-	-	222,161,790
2/28/03	222,161,790	-	740,539	-	-	-	-	222,161,790
3/31/03	222,161,790	-	740,539	-	-	-	-	222,161,790
4/30/03	222,161,790	-	740,539	-	-	-	-	222,161,790
5/31/03	222,161,790	-	740,539	-	-	-	-	222,161,790
6/30/03	222,161,790	-	740,539	4,443,236	-	-	-	226,605,026
7/31/03	226,605,026	-	755,350	-	-	-	-	226,605,026
8/31/03	226,605,026	-	755,350	-	-	-	-	226,605,026
9/30/03	226,605,026	-	755,350	-	-	-	-	226,605,026
10/31/03	226,605,026	-	755,350	-	-	-	-	226,605,026
11/30/03	226,605,026	-	755,350	-	-	-	-	226,605,026
12/31/03	226,605,026	-	755,350	4,532,101	(26,168,322)	-	(26,168,322)	204,968,805
1/31/04	204,968,805	-	683,229	-	(15,839,968)	(8,333,333)	(24,173,302)	180,795,503
2/28/04	180,795,503	-	602,652	-	(15,839,968)	(8,333,333)	(24,173,302)	156,622,201
3/31/04	156,622,201	-	522,074	-	(15,839,968)	(8,333,333)	(24,173,302)	132,448,899
4/30/04	132,448,899	-	441,496	-	-	-	-	132,448,899
5/31/04	132,448,899	-	441,496	-	-	-	-	132,448,899
6/30/04	132,448,899	-	441,496	3,132,444	-	-	-	135,581,344
7/31/04	135,581,344	-	451,938	-	-	-	-	135,581,344
8/31/04	135,581,344	-	451,938	-	-	-	-	135,581,344
9/30/04	135,581,344	-	451,938	-	(5,229,580)	-	(5,229,580)	130,351,764
10/31/04	130,351,764	-	434,506	-	(15,197,575)	(6,666,667)	(21,864,242)	108,487,522
11/30/04	108,487,522	-	361,625	-	(15,197,575)	(6,666,667)	(21,864,242)	86,623,280
12/31/04	86,623,280	-	288,744	2,440,689	(15,197,575)	(6,222,568)	(21,420,143)	67,643,825

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period				MassPike Contribution				
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
1/31/05	67,643,825	-	225,479	-	-	(8,333,333)	(8,333,333)	59,310,492
2/28/05	59,310,492	-	197,702	-	-	(8,333,333)	(8,333,333)	50,977,158
3/31/05	50,977,158	-	169,924	-	-	(8,333,333)	(8,333,333)	42,643,825
4/30/05	42,643,825	-	142,146	-	-	(13,333,333)	(13,333,333)	29,310,492
5/31/05	29,310,492	-	97,702	-	-	(13,333,333)	(13,333,333)	15,977,158
6/30/05	15,977,158	-	53,257	886,210	-	(13,333,333)	(13,333,333)	3,530,035
7/31/05	3,530,035	-	11,767	-			-	3,530,035
8/31/05	3,530,035	-	11,767	-			-	3,530,035
9/30/05	3,530,035	-	11,767	-			-	3,530,035
10/31/05	3,530,035	-	11,767	-			-	3,530,035
11/30/05	3,530,035	-	11,767	-			-	3,530,035
12/31/05	3,530,035	-	11,767	70,601			-	3,600,636
1/31/06	3,600,636	-	12,002	-			-	3,600,636
		-	26,696,271	26,684,269	(124,510,533)	(109,555,901)	(234,066,434)	

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period	Massport Contribution							
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
6/30/00								
7/31/00								
8/31/00								
9/30/00								
10/31/00								
11/30/00								
12/31/00								
1/31/01								
2/28/01								
3/31/01								
4/30/01								
5/31/01								
6/30/01								
7/31/01	66,353,656							66,353,656
8/31/01	66,353,656	-	193,531	-	(39,969,450)	(7,500,000)	(47,469,450)	18,884,207
9/30/01	18,884,207	-	55,079	-	(11,384,207)	(7,500,000)	(18,884,207)	0
10/31/01	0	-	0	-	-	(0)	(0)	0
11/30/01	0	-	0	-	-	(0)	(0)	0
12/31/01	(0)	-	-	248,610	-	(248,610)	(248,610)	(0)
1/31/02	-	-	-	-	-	-	-	-
2/28/02	-	-	-	-	-	-	-	-
3/31/02	-	-	-	-	-	-	-	-
4/30/02	-	-	-	-	-	-	-	-
5/31/02	-	-	-	-	-	-	-	-
6/30/02	-	-	-	-	-	-	-	-
7/31/02	-	-	-	-	-	-	-	-
8/31/02	-	-	-	-	-	-	-	-
9/30/02	-	-	-	-	-	-	-	-
10/31/02	-	-	-	-	-	-	-	-
11/30/02	-	-	-	-	-	-	-	-
12/31/02	-	-	-	-	-	-	-	-
1/31/03	-	-	-	-	-	-	-	-
2/28/03	-	-	-	-	-	-	-	-
3/31/03	-	-	-	-	-	-	-	-
4/30/03	-	-	-	-	-	-	-	-
5/31/03	-	-	-	-	-	-	-	-
6/30/03	-	-	-	-	-	-	-	-
7/31/03	-	-	-	-	-	-	-	-
8/31/03	-	-	-	-	-	-	-	-
9/30/03	-	-	-	-	-	-	-	-
10/31/03	-	-	-	-	-	-	-	-
11/30/03	-	-	-	-	-	-	-	-
12/31/03	-	-	-	-	-	-	-	-
1/31/04	-	-	-	-	-	-	-	-
2/28/04	-	-	-	-	-	-	-	-
3/31/04	-	-	-	-	-	-	-	-
4/30/04	-	-	-	-	-	-	-	-
5/31/04	-	-	-	-	-	-	-	-
6/30/04	-	-	-	-	-	-	-	-
7/31/04	-	-	-	-	-	-	-	-
8/31/04	-	-	-	-	-	-	-	-
9/30/04	-	-	-	-	-	-	-	-
10/31/04	-	-	-	-	-	-	-	-
11/30/04	-	-	-	-	-	-	-	-
12/31/04	-	-	-	-	-	-	-	-

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period	Massport Contribution							
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
1/31/05	-	-	-	-	-	-	-	-
2/28/05	-	-	-	-	-	-	-	-
3/31/05	-	-	-	-	-	-	-	-
4/30/05	-	-	-	-	-	-	-	-
5/31/05	-	-	-	-	-	-	-	-
6/30/05	-	-	-	-	-	-	-	-
7/31/05	-	-	-	-			-	-
8/31/05	-	-	-	-			-	-
9/30/05	-	-	-	-			-	-
10/31/05	-	-	-	-			-	-
11/30/05	-	-	-	-			-	-
12/31/05	-	-	-	-			-	-
1/31/06	-	-	-	-			-	-
		-	248,610	248,610	(51,353,656)	(15,248,610)	(66,602,267)	

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period	Excess Registry & License Fees							
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
6/30/00								
7/31/00								
8/31/00								
9/30/00								
10/31/00								
11/30/00								
12/31/00								
1/31/01								
2/28/01								
3/31/01								
4/30/01								
5/31/01								
6/30/01								
7/31/01	67,901,015							67,901,015
8/31/01	67,901,015	-	198,045	-	-	-	-	67,901,015
9/30/01	67,901,015	-	198,045	-	-	-	-	67,901,015
10/31/01	67,901,015	-	198,045	-	-	-	-	67,901,015
11/30/01	67,901,015	-	198,045	-	-	-	-	67,901,015
12/31/01	67,901,015	-	198,045	990,223	-	-	-	68,891,238
1/31/02	68,891,238	-	200,933	-	-	-	-	68,891,238
2/28/02	68,891,238	-	200,933	-	-	-	-	68,891,238
3/31/02	68,891,238	-	200,933	-	-	-	-	68,891,238
4/30/02	68,891,238	-	200,933	-	-	-	-	68,891,238
5/31/02	68,891,238	-	200,933	-	-	-	-	68,891,238
6/30/02	68,891,238	-	200,933	1,205,597	-	-	-	70,096,834
7/31/02	70,096,834	69,520,194	233,656	-	-	-	-	139,617,028
8/31/02	139,617,028	-	465,390	-	-	-	-	139,617,028
9/30/02	139,617,028	-	465,390	-	-	-	-	139,617,028
10/31/02	139,617,028	-	465,390	-	-	-	-	139,617,028
11/30/02	139,617,028	-	465,390	-	-	-	-	139,617,028
12/31/02	139,617,028	-	465,390	2,560,607	-	-	-	142,177,635
1/31/03	142,177,635	-	473,925	-	-	-	-	142,177,635
2/28/03	142,177,635	-	473,925	-	-	-	-	142,177,635
3/31/03	142,177,635	-	473,925	-	-	-	-	142,177,635
4/30/03	142,177,635	-	473,925	-	-	-	-	142,177,635
5/31/03	142,177,635	-	473,925	-	-	-	-	142,177,635
6/30/03	142,177,635	-	473,925	2,843,553	-	-	-	145,021,187
7/31/03	145,021,187	68,508,379	483,404	-	-	-	-	213,529,566
8/31/03	213,529,566	-	711,765	-	-	-	-	213,529,566
9/30/03	213,529,566	-	711,765	-	(27,098,192)	-	(27,098,192)	186,431,374
10/31/03	186,431,374	-	621,438	-	(65,695,104)	(6,666,667)	(72,361,771)	114,069,603
11/30/03	114,069,603	-	380,232	-	(65,695,104)	(6,666,667)	(72,361,771)	41,707,833
12/31/03	41,707,833	-	139,026	3,047,630	(39,526,782)	(5,228,681)	(44,755,463)	0
1/31/04	0	-	0	-	-	(0)	(0)	(0)
2/28/04	(0)	-	-	-	-	0	0	-
3/31/04	-	-	-	-	-	-	-	-
4/30/04	-	-	-	-	-	-	-	-
5/31/04	-	-	-	-	-	-	-	-
6/30/04	-	-	-	0	-	-	-	0
7/31/04	0	51,597,669	0	-	-	-	-	51,597,669
8/31/04	51,597,669	-	171,992	-	(23,407,906)	-	(23,407,906)	28,189,763
9/30/04	28,189,763	-	93,966	-	(23,189,763)	(5,000,000)	(28,189,763)	0
10/31/04	0	-	0	-	-	(0)	(0)	(0)
11/30/04	(0)	-	-	-	-	0	0	-
12/31/04	-	-	-	265,958	-	(265,958)	(265,958)	-

Commonwealth of Massachusetts
Central Artery and Statewide Road and Bridge Infrastructure Fund
Use of Available Funds

Period				Excess Registry & License Fees				
Ending	Begin Balance	Deposit	Earnings Accrued	Earnings Credited	CA/T Expenditures	SRB Expenditures	Total Expenditures	End Balance
1/31/05	-	-	-	-	-	-	-	-
2/28/05	-	-	-	-	-	-	-	-
3/31/05	-	-	-	-	-	-	-	-
4/30/05	-	-	-	-	-	-	-	-
5/31/05	-	-	-	-	-	-	-	-
6/30/05	-	-	-	-	-	-	-	-
7/31/05	-	39,865,527	-	-			-	39,865,527
8/31/05	39,865,527	-	132,885	-			-	39,865,527
9/30/05	39,865,527	-	132,885	-			-	39,865,527
10/31/05	39,865,527	-	132,885	-			-	39,865,527
11/30/05	39,865,527	-	132,885	-			-	39,865,527
12/31/05	39,865,527	-	132,885	664,425			-	40,529,952
1/31/06	40,529,952	-	135,100	-			-	40,529,952
		229,491,768	11,713,093	11,577,993	(244,612.852)	(23,827,972)	(268.440,824)	

Commonwealth of Massachusetts **Debt Capacity**

Central Artery and Statewide Road and Bridge Infrastructure Fund

Use of Available Funds

Period Ending	Total Expenditures CA/T	SRB	Total
6/30/00			
7/31/00			
8/31/00			
9/30/00			
10/31/00			
11/30/00			
12/31/00			
1/31/01			
2/28/01			
3/31/01			
4/30/01			
5/31/01			
6/30/01			
7/31/01			
8/31/01	(39,969,450)	(7,500,000)	(47,469,450)
9/30/01	(39,969,450)	(7,500,000)	(47,469,450)
10/31/01	(73,007,838)	(6,666,667)	(79,674,505)
11/30/01	(73,007,838)	(6,666,667)	(79,674,505)
12/31/01	(73,007,838)	(6,666,667)	(79,674,505)
1/31/02	(52,738,301)	(8,333,333)	(61,071,634)
2/28/02	(52,738,301)	(8,333,333)	(61,071,634)
3/31/02	(52,738,301)	(8,333,333)	(61,071,634)
4/30/02	(66,519,334)	(13,333,333)	(79,852,667)
5/31/02	(66,519,334)	(13,333,333)	(79,852,667)
6/30/02	(66,519,334)	(13,333,333)	(79,852,667)
7/31/02	(68,122,743)	(5,000,000)	(73,122,743)
8/31/02	(68,122,743)	(5,000,000)	(73,122,743)
9/30/02	(68,122,743)	(5,000,000)	(73,122,743)
10/31/02	(66,163,969)	(6,666,667)	(72,830,635)
11/30/02	(66,163,969)	(6,666,667)	(72,830,635)
12/31/02	(66,163,969)	(6,666,667)	(72,830,635)
1/31/03	(55,351,155)	(8,333,333)	(63,684,488)
2/28/03	(55,351,155)	(8,333,333)	(63,684,488)
3/31/03	(55,351,155)	(8,333,333)	(63,684,488)
4/30/03	(59,802,260)	(13,333,333)	(73,135,593)
5/31/03	(59,802,260)	(13,333,333)	(73,135,593)
6/30/03	(59,802,260)	(13,333,333)	(73,135,593)
7/31/03	(80,448,397)	(5,000,000)	(85,448,397)
8/31/03	(80,448,397)	(5,000,000)	(85,448,397)
9/30/03	(80,448,397)	(5,000,000)	(85,448,397)
10/31/03	(65,695,104)	(6,666,667)	(72,361,771)
11/30/03	(65,695,104)	(6,666,667)	(72,361,771)
12/31/03	(65,695,104)	(6,666,667)	(72,361,771)
1/31/04	(15,839,968)	(8,333,333)	(24,173,302)
2/28/04	(15,839,968)	(8,333,333)	(24,173,302)
3/31/04	(15,839,968)	(8,333,333)	(24,173,302)
4/30/04	(18,331,271)	(13,333,333)	(31,664,605)
5/31/04	(18,331,271)	(13,333,333)	(31,664,605)
6/30/04	(18,331,271)	(13,333,333)	(31,664,605)
7/31/04	(28,419,343)	(5,000,000)	(33,419,343)
8/31/04	(28,419,343)	(5,000,000)	(33,419,343)
9/30/04	(28,419,343)	(5,000,000)	(33,419,343)
10/31/04	(15,197,575)	(6,666,667)	(21,864,242)
11/30/04	(15,197,575)	(6,666,667)	(21,864,242)
12/31/04	(15,197,575)	(6,666,667)	(21,864,242)

Commonwealth of Massachusetts **Debt Capacity**

Central Artery and Statewide Road and Bridge Infrastructure Fund

Use of Available Funds

Period Ending	Total Expenditures CA/T	SRB	Total
1/31/05	-	(8,333,333)	(8,333,333)
2/28/05	-	(8,333,333)	(8,333,333)
3/31/05	-	(8,333,333)	(8,333,333)
4/30/05	-	(13,333,333)	(13,333,333)
5/31/05	-	(13,333,333)	(13,333,333)
6/30/05	-	(13,333,333)	(13,333,333)
7/31/05	-	-	-
8/31/05	-	-	-
9/30/05	-	-	-
10/31/05	-	-	-
11/30/05	-	-	-
12/31/05	-	-	-
1/31/06	-	-	-
	(2,076,850,673)	(400,000,000)	(2,476,850,673)

Appendix D: Executive Office of Administration and Finance Certification of Finance Plan

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE FOR
ADMINISTRATION AND FINANCE
STATE HOUSE ▪ ROOM 373
BOSTON, MA 02133

JANE SWIFT
GOVERNOR

STEPHEN P. CROSBY
SECRETARY

TEL: (617) 727-2040
FAX: (617) 727-2779

August 31, 2001

Richard Capka
Chairman
Massachusetts Turnpike Authority
185 Kneeland Street
Boston, Ma 02110

Re: Independent Certification of October Finance Plan

Dear Chairman Capka:

I understand that under the Finance Plan Guidance issued by the Federal Highway Administration in May, 2000 an independent certification needs to accompany the annual Finance Plan on the accuracy of the information submitted.

As you know, the Executive Office of Administration and Finance (A&F) engaged the services of Deloitte & Touche, a consulting and accounting firm, to perform an independent assessment of the Central Artery/Tunnel Project (the Project). Deloitte & Touche was directed to provide a review of the approach and methodology utilized by CA/T management in connection with the Annual Update of the Project Financial Plan.

The Cost/Schedule Update Revision 8 (CSU8), the assessment prepared by the Project, on which your October Finance Plan is based, appears to be consistent with Deloitte & Touche's assessment. The CSU8 concluded that $13.981 billion with another $494 million in contingency, totaling $14.475 billion, is required to complete the Project. Appropriate funding has been identified to satisfy all known costs plus contingency up to the $14.475 billion.

I have directed my staff to work closely with yours in the development of the Project's annual Finance Plan in accordance with the requirements of Section 106, Title 23, and the Financial Plan guidance issued by the Federal Highway Administration. The plan provides detailed cost estimates to complete the project and the estimates of financial resources to be utilized to finance the project.

The cost data in the Finance Plan provide an accurate accounting of costs incurred to date, and include a realistic estimate of future costs based on engineers estimates and expected costs escalation factors. While the estimates of financial resources rely upon assumptions regarding future economic conditions and demographic variables, they represent realistic estimates of available monies to fully fund the project.

To the best of our knowledge and belief, the Finance Plan to be submitted accurately presents the financial position of the Project's cash flows, and expected conditions for the Project's life cycle. The financial forecasts in the Finance Plan are based on our judgment of the expected Project conditions and our expected course of action. A&F believes that the assumptions underlying the Finance Plan are reasonable and appropriate. Further, A&F believes that the Project has made available all significant information that is relevant to the Finance Plan and to the best of our knowledge the documents and records supporting the assumptions and appropriate.

A&F will continue to work with your staff to review and update the Finance Plan on an annual basis.

Sincerely,

Stephen P. Crosby

Appendix E: Real Estate Analysis

APPENDIX E

Estimate of Potential Revenues from Metropolitan Highway System Real Estate

Completion of the Project will result in the creation of thirteen significant development parcels in Boston, to be transferred by the Commonwealth to the Turnpike Authority pursuant to the Metropolitan Highway System legislation. We estimate that the potential value of these thirteen parcels is $185.5 million. The estimated value of the two Kneeland Street parcels (parcels 26b and 27a) is based on a final draft independent market appraisal. We have estimated the potential value of the remaining eleven parcels using existing Boston zoning and conservative estimates of current market sales values but have not confirmed these values for individual parcels through appraisals. Ten of the parcels will not be created until late 2004 or 2005, after the elevated highway structure is removed and the project is completed. Three of the parcels (Kneeland Street parcels 26b and 27a and Parcel 7) could be made available to developers prior to completion of the project.

The Turnpike Authority plans to market parcels 26b and 27a later this fall. The Turnpike Authority will structure its request for proposals to maximize the amount of the sale or lease price that can be realized in 2002, but does not represent that it will receive in 2002 the $100 million value of the two parcels determined by appraisal. The appraised value for parcels south of Kneeland Street is based on current Boston zoning and the assumption of the appraiser that the City of Boston would grant a Special Permit for development on one of the parcels. The full $100 million value of the parcels determined by appraisal may not, therefore, be realized until a developer completes the permitting of proposed development on the parcels and can close on project financing (the "Outside Closing Date"). The request for proposals will be structured to realize the full sale or lease value of the parcels as soon as possible following selection of a developer, and commit the developer to an Outside Closing Date no later than 2004. The sale or lease of parcels 26b and 27a will be subject to prior commitments relating to parcel development, including the joint development process commitment pursuant to the Project's MEPA filings, as applicable. The City of Boston has indicated that it will undertake a comprehensive planning process for the area south of Kneeland Street, including parcels 26b and 27a, which could result in changes in existing zoning. The progress and outcome of this City planning effort could affect the sale or lease of these properties, as values could be discounted to the extent that zoning is not perceived as final or is in fact changed. Other factors affecting the timing and value of the Kneeland Street parcels include the occupancy of the building located on parcel 26b by Project staff. A leaseback arrangement will be considered, but could reduce the net revenues realized from the sale or lease of the property. Remaining Project construction activities on or near the two parcels could also affect schedule for development and schedule of proposed payments. The Turnpike Authority will work to minimize these impacts.

These estimated sales values of all thirteen Project real estate parcels are based on current Boston zoning and current Project calculations of parcel areas to be created. Actual sales prices or long-term lease payments for any of the thirteen parcels could be higher or lower than these estimates, and could be substantially lower (including, in worst case scenarios, zero value), depending upon a variety of factors, including but not limited to, real estate, lending, and investment market conditions at the time of marketing, sale, or lease of individual parcels. Other factors that could affect schedule and values include, but are not limited to, changes in Boston zoning, and development and permitting requirements imposed by the City of Boston, the Commonwealth of Massachusetts, the federal government, and other governmental agencies; Project requirements or changes that affect the size, availability, or utility of the parcels; and individual site conditions, including environmental conditions, that affect or limit development potential. Comprehensive and time consuming public participation processes will be required for the selection of developers and approval of projects and may affect both values and anticipated schedules of payments.

Development of existing Turnpike Boston extension air rights parcels is being actively pursued, but potential revenues are too speculative to be projected. Air rights parcels in Boston are subject to lengthy public approval processes and have no potential development potential "as of right". Even if a project is approved, premium costs (primarily ventilation and structural related costs) to build over the turnpike may significantly diminish Turnpike Authority returns.